

The Hongkong Telegraph

(ESTABLISHED 1881.)

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June 19, 1914. Temperature 6 a.m. 80. 2 p.m. 82.
Humidity 89 87

June 19, 1913. Temperature 6 a.m. 80. p.m. 88.
Humidity 50 38.

WEATHER FORECAST

FINE

Barometer 29.76

2827 晚六十二月五年寅甲

FRIDAY, JUNE 19, 1914.

伍拜禮 號九拾月大英曆舊

SINGLE COPY 10 CENTS
\$36 PER ANNUM.

TELEGRAMS.

HOME RACING.

ASCOT GOLD CUP.

[Reuter's Service To "The Telegraph"]

London, Received June 16.

The race for the Ascot Gold Cup resulted as follows:—

Mr. Fairie's Aleppo (F. y).

9st. 4lb.1.

Mr. John Ryan's Wil-

brook (Donoghue) 7st.

7lb.2.

Mr. T. Martin's Junior

(W. Huxley) 9st. 4lb.3.

Also ran:—

Lorenzo (Whalley) 9st. 4lb.

Orsonville (R. H.) 9st.

Cantiliver (W. H.)

(Griggs) 9st.

Brulur (Scott) 9st.

Night Hawk (H. Jones) 9st.

Cincinnati (Cooper) 7st.

Albion (Speck) 7st.

Won by three-quarters of

length, three lengths, and

second and third.

The betting was 6 to 1

Aleppo; 20 to 1 Wilbrook; 3

1 Junior.

[Aleppo, a five year old bay colt,

by Beppo out of Chama Rino, was

out eleven times last year. He

won the Royal Stakes at Newbury

and the Jockey Club Cup at New-

market, was twice second and

four times third; Taylor is his

trainer.

Willbrook, a three year old

chestnut colt by Collar out of

Kentish Cherry, was out nine

times last year, and won the

Tower Nursery at Folkestone and

the Ditch Mile Nursery Handicap

at Newmarket. He also ran

third once. C. Leader is his train-

er.

[Junior, by Symington out of

Scylla, had four wins last year—

the Bidbury Cup, the Atlantic

Stakes, the Chesterfield Cup and

the Ebor Handicap. He also

secured two seconds and a third,

and was four times unplaced.]

BECKER RETRIAL.

An Interesting Article on
the Case Against Him.

In view of the recent conviction of ex-Lieut. Charles Becker, the following, written on the day before the opening of the retrial will be found of interest:—

The retrial of ex-Lieut. Charles Becker for the murder of Herman Rosenthal, the gambler, will begin to-morrow in the Criminal Branch of the Supreme Court. Charles S. Whitman, District Attorney, it is announced, has already extracted confessions from several persons that they had been induced to commit perjury. Upon these witnesses, it is declared, Becker largely relied. The latest of these men to confess has directly charged that Lieut. John Becker, brother of Charles Becker, concocted the perjury to which the witness swore, promising him that "he would be taken care of" in return for his help.

Things have not gone well with Becker, since the Court of Appeals ordered a retrial of his case, according to opinion at the Criminal Courts Building. His brother, friends, and lawyers worked hard to win a new trial for the four gunmen, knowing that such a victory would mean much for himself. But all their efforts were unavailing. Finally, some weeks ago, Joseph Shay, then Becker's attorney of record, announced his withdrawal from the case, because of the interference of Lieut. John Becker.

Now it seems likely that, on the very eve of Becker's new trial, District Attorney Whitman will ask the grand jury to indict his brother and principal assistant, next to his wife, for subornation of perjury. The effect of this, it

TELEGRAMS.

MISHAP TO BULOW.

ASHORE AT WEYMOUTH.

[Reuter's Service To "The Telegraph"]

London, Received June 19.

The N.D.L. liner Bulow, bound from Yokohama to Bremen, has gone ashore at Weymouth.

The water is smooth, and the

passenger are being taken off.

Later.

The Bulow went on the rocks

during a fog. Her position is

favourable if the weather keeps

fine.

Passengers Landed.

Mr. Baker last evening

was safely brought ashore and

making no water. Towing his

boat is being done.

The passengers and their

baggage have been landed.

[The commander of the Bulow

is Capt. C. Nahrath. The vessel

is 8,965 tons and the horsepower is

6,500. The vessel left here

on May 13 with but few passen-

gers, and all those with the excep-

tion of three left at ports between

here and Port Said. The passen-

gers booked for England were

Mrs. Moorhead, child and amah,

and they came from Pakhoi.

One of the passengers had

booked to Genoa, but intimated

his intention of breaking his

journey at Port Said. In any

event he would not have gone on

to England.]

U. S. TARIFF RESULTS.

London, Received June 19.

Reuter's New-York correspon-

dent states that the imports for

May totalled \$163,837,000 and

the exports \$167,457,000. The

excess of imports is attributed to

tariff legislation.

TELEGRAMS.

GOLF.

OPEN CHAMPIONSHIP.

[Reuter's Service To "The Telegraph"]

London, Received June 19.

The Open Golf Championship

has opened in sunshine at Prest-

wick. To-day's leaders are:—

Vardon150.

Taylor152.

Wilson153.

Bradd156.

The first round of the Amateur

Golf Championship has resulted

as follows:—

Hutchinson138.

Jenkins159.

Quinn105.

Object of a very disappoint-

ing result.

SPITHEAD COLLISION.

SEAMEN'S FINE BEHAVIOUR.

London, Received June 19.

The narratives of the pas-

sengers on the liner Kaiser

Wilhelm II, which came into

collision with the steamer In-

corridor off Spithead, are to the

effect that the liner's officers had

to go to the steering compart-

ments and calm the despairing

passengers by serving out life-

belts and telling them that the

boats could be launched in

ten minutes. The behaviour

of the seamen was splendid.

The Damage.

Divers have found that the Kaiser Wilhelm II has two large rents—24 and 18 feet long respectively, while two bulkheads are burst in. The other bulkheads held; consequently there was sufficient steam to work the pumps.

TELEGRAMS.

THE BUDGET.

A LIBERAL REVOLT.

[Reuter's Service To "The Telegraph"]

London, Received June 19.

Mr. Holt and fourteen Liberal

M.P.'s have given notice of an

amendment declining to pass the

Finance Bill until Parliament has

approved the object on which the

additional taxation is proposed to

be spent.

Mr. McCallum Scott has also

given notice of an amendment

declining the second reading with-

out an assurance by the Govern-

ment that the Report Stags will

not be taken until the Revenue

Bill becomes law.

ALBANIAN SITUATION.

DURAZZO'S PLIGHT.

London, Received June 19.

The situation at Durazzo is

critical and the inhabitants are

in a state of panic after a severe

defeat of the Mirdites and Mal-

isori in an abortive surprise on the

inhabitants' position in the

mountains, when they were sur-

rounded and mown down by

quickfiring, losing 700 killed.

They are the poor defenders of

Durazzo, which was again attack-

ed last evening for an hour and a

half.

Later.

All was quiet at Durazzo in the

afternoon, and the reinforcements

of Italian and Austrian

blue-jackets have withdrawn.

An Austrian ship chartered by

the Albanian Government cruised

along the coast in the morning

and bombarded the rebel posi-

tions.

their attacks on the credibility of

Sohepp's testimony. It was by

means of affidavits such as these

that the retrial was largely won.

In preparation for the new trial,

the District Attorney has secured a

panel of jurymen of exceptionally

high standing and character. It

is understood, too, that the trial

will be expedited, although it is

not likely that the sessions will

be prolonged into the evenings,

because of criticism of this feature

of the first trial in the Court of

Appeals decision.

An interesting, if extraneous

feature, of the new trial, is its

possible political effect. With the

gubernatorial campaign only a

few months distant and Whit-

man's candidacy looming up

stronger every day, there is no

gainsaying the fact that, win or

lose, the District Attorney's con-

duct of the case must have

influence throughout the State.

Should Mr. Whitman succeed in

having Becker convicted again,

it is predicted by his friends that

he would make an unbeatable

candidate. Should Becker win

acquittal, the District Attorney is

expected to make the case a tax

for a campaign against "The

System," not only in the police,

but in the State government.

"THE FLYING TRAIN."

The greatest interest was taken

in the first public demonstration

of M. Bachelet's remarkable

"flying train" invention, which

was exhibited at his laboratory in

Saffron Hill. A charge of half-

a crown for admission was de-

voted to the "Fresh Air Fund."

Visitors were admitted in batches

of about 50 every half-hour, and

altogether about 700 attended.

About half of them ladies.

To each group M. Bachelet

TELEGRAMS.

THE EMPRESS DISASTER.

INTERESTING EVIDENCE.

[Reuter's Service To "The Telegraph"]

London, Received June 19.

Reuter's correspondent at

Quebec states that at the inquiry

into the Empress disaster, the

mate of the Storstad, under

cross-examination, stated that he

thought he had the right of way

and was entitled to keep his

course and speed even in the fog,

provided the speed was moderate.

He anticipated no danger until

he saw the Empress of Ireland

emerge from the fog, when a

collision was inevitable.

Captain Andersen, of the Stor-

stad, testified that the shock

caused by the collision was very

slight. The Empress disappeared

in the fog and he was unaware

that she was damaged. He was

quite unable to explain the

differences of opinion between

himself and Captain Kendall

regarding the respective courses

and speeds of the vessels.

BRITISH SQUADRON

FETED.

London, Received June 19.

Reuter's correspondent at

Reval states that a holiday was

observed on the visit of the

British Squadron, the streets

being crowded.

The Commander of the Baltic

Squadron gave a luncheon to the

British officers.

TELEGRAMS.

TURKEY & GREECE.

CONCILIATORY REPLY.

[Reuter's Service To "The Telegraph"]

London, Received June 19.

Reuter's Constantinople cor-

respondent states that the Porte's

reply to the Greek Note has been

presented. It is of a conciliatory

character.

Reuter's Berlin correspondent

states that Germany has agreed

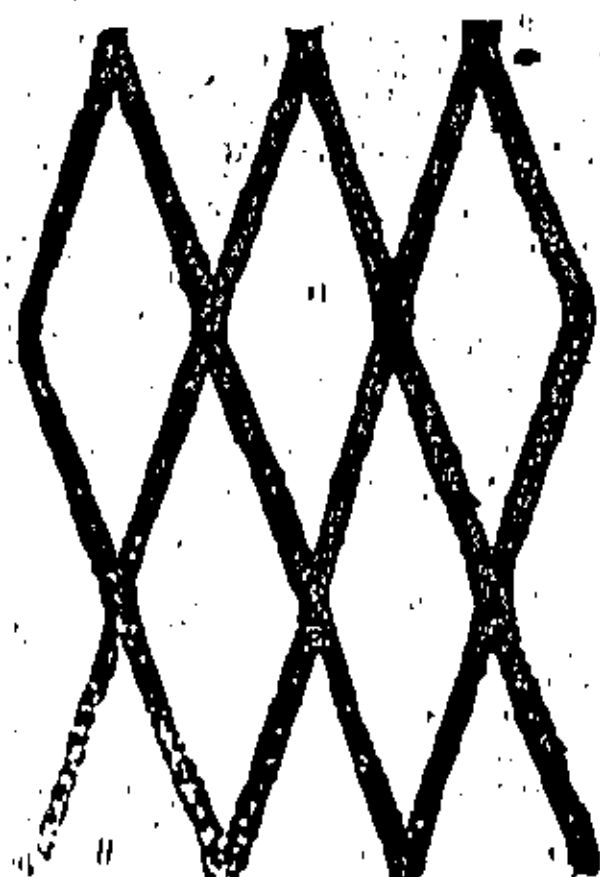
to a proposal by the Porte that

representatives of the Embassies

Notices.

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LESSONS IN CHINESE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years. He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first-rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin and Hakka.

Those who intend learning the Chinese language are requested to write to "Hongkong Telegraph" office or direct to 37, Hollywood Road, 1st floor.
Hongkong, 20th Jan., 1912.

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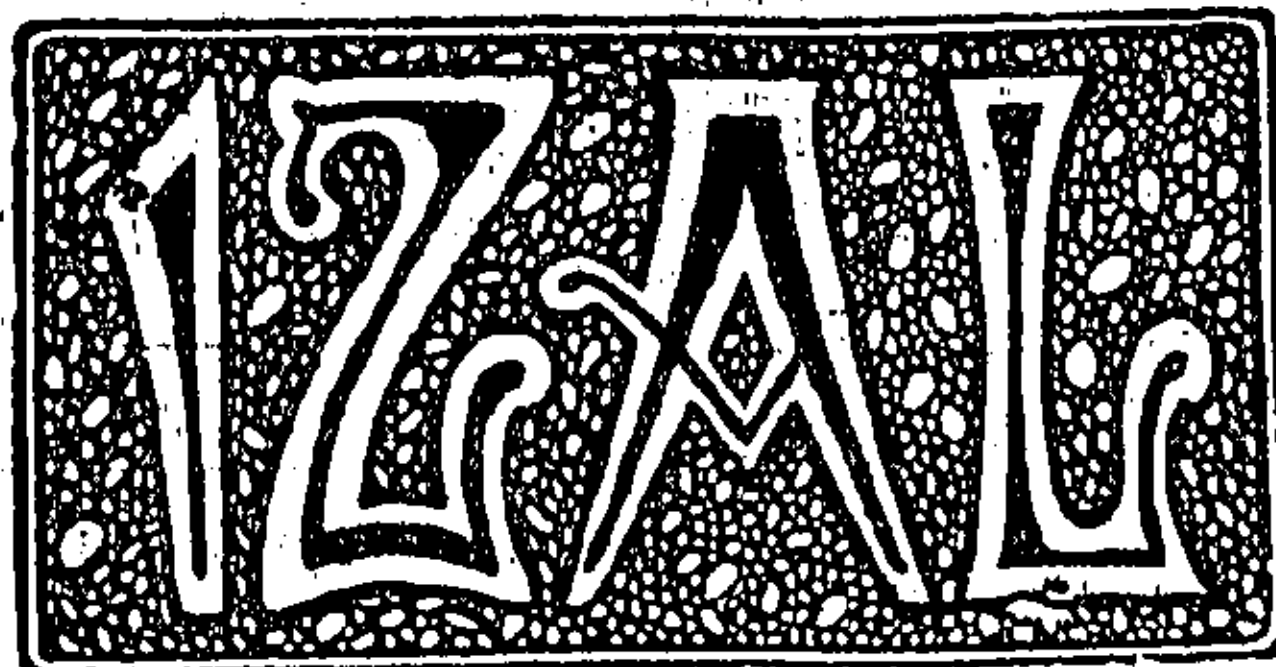
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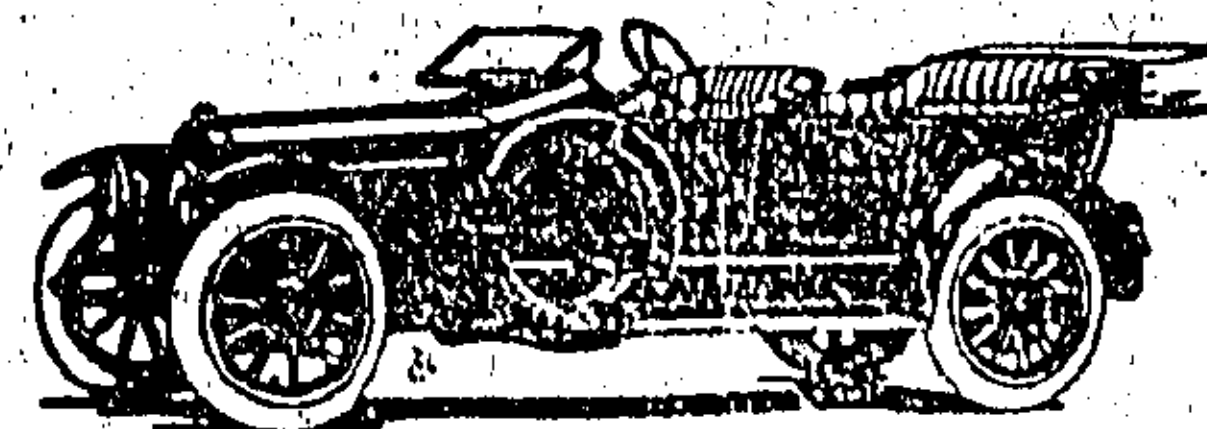
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Hongkong, 18th July, 1913.

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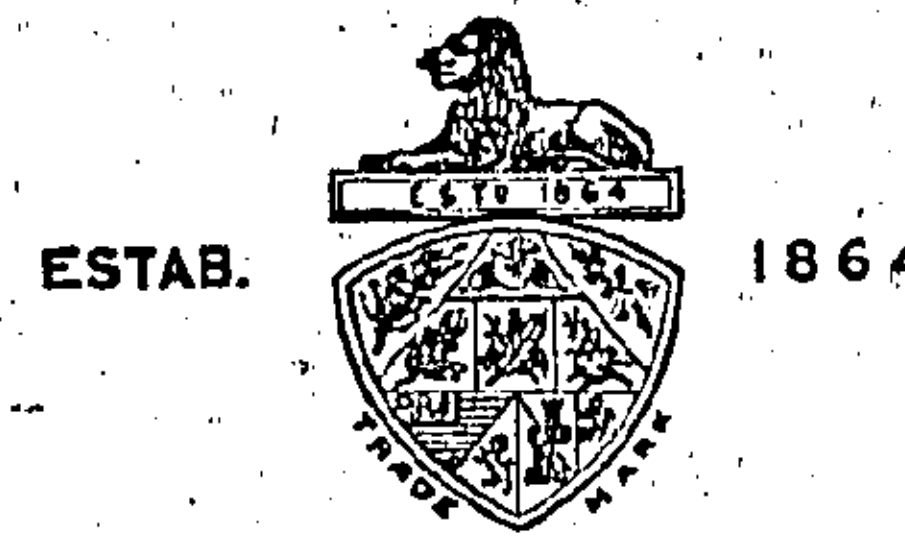
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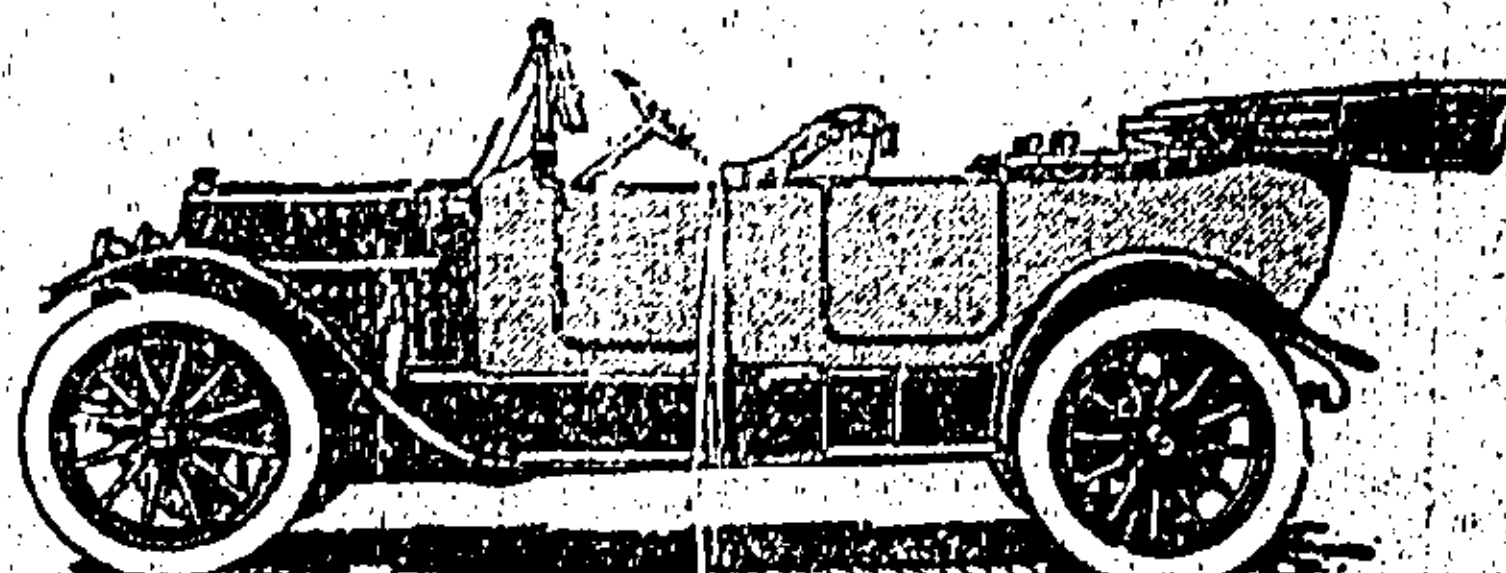
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OUR CONTEMPORARIES.

South China Morning Post.

Hongkong's Mosquito Pest. The householder and owner of land in Hongkong are akin to the young men of Shanghai who, according to General Kelly are "content to let others defend them." Experience proves that in Hongkong, as in Colombo, it will be necessary to invoke the aid of the law if an anti-mosquito campaign is to be effectively prosecuted. Many residents unfortunately resent action that is not backed up by law. In large areas continuous headway against the household mosquito is next to impossible, even with a well trained staff, unless the co-operation of householders is obtained. This it is impossible to secure, except for as long as the novelty lasts, without legal compulsion. A campaign in which a special staff does all the work is necessarily more costly than one in which the compulsory help of the householder is obtained. To carry out a campaign in Hongkong without legal powers would cost an enormous sum but backed by compulsory co-operation the expense of ridding the colony of the mosquito pest should be comparatively small. It is well worth a trial. It looks so much like a futile waste of energy and money to see Sanitary Board coolies slashing down brushwood while, through the carelessness of servants and the indifference of householders, numerous breeding places are allowed to exist in the backyards, pantries, etc. of almost every house in the vicinity.

China Mail.

Unsettled Religious Thought

in China.

A deputation has been sent south from Shantung, the chief of which is a Mr. Ki, who has been received in Canton with great honour. A very large and representative meeting was held to meet him and hear his message. Most of the high officials sent representatives, and apparently a large audience gathered to show their sympathy with the object in view. One of the speakers, it is said, spoke for the space of two hours, unfolding the excellencies of the Sage and his teachings. Subsequently, a committee was formed to take up the work that had hitherto auspiciously commenced. The deputation was to proceed at once to the Fukien province, and there continue its labours. We have said enough to show, we think, that the minds of the Chinese are at present greatly befogged on religious questions, and whilst this is so there cannot be any sound restfulness in the minds of the people, and no guarantee that real progress will be made in any branch of the corporate life. We believe while there is restlessness in the sphere of religious thought, few people will hope for permanent stability in other parts of the nation's life.

Daily Press.

The Union of Empire.

At the present time, outside a few river boats and the batteries, Hongkong itself is in possession of a single battleship which has but a skeleton crew on board. This, of course, is only a temporary incident, but it serves to illustrate to what extent our maritime defensive forces would be bound to suffer should a call be made for rapid transference to the Home waters of the real and capable fighting material which patrols the China seas. The writer of the quotation given above is out ostensibly for the "Union of Empire," and the establishment of a distant Naval base from which the fleet would not need to be called away should complications develop at Home, such Naval base to be supported by the Colonies whose interests it will guard. He hints that, should his idea become an accomplished fact, then only those Colonies which have been admitted to the "Union of Empire," could really look upon themselves as being within any scope of security should war break out in the Home waters. Of course being "admitted to the Union of Empire" needs some explanation; but, this apart, the officer's idea is a by no means wild one, though perhaps very visionary.

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ALEXANDRA CAFE

GENERAL NEWS.

Change of Governors at Saghalien.
Mr. Himeka Teitaro, Governor-General of Saghalien, who has been recently attacked by the Doshu Kai for his misgovernment, has been relieved of office on his own application, and Mr. Okada Bunji, Governor of Tochihi Prefecture, has been appointed to succeed him. Mr. Kitagawa Shinji has been appointed Governor of Tochihi Prefecture.

Interesting Features of the Rubber Exhibition.
Several unique features are promised at the Rubber Exhibition this month. The kinematograph will be utilized to illustrate the processes involved in the production of plantation rubber and its subsequent manufacture into trade articles. A full-size rubber tennis-court will be laid down, and tennis and badminton tournaments for professionals and amateurs are being arranged with a view to demonstrating the value of rubber for this purpose.

The Opening of the Tsan-cheng.
President Yuan Shih-kai, Hsu Shih-chang the Secretary of State, and all the members of the Cabinet will attend the opening of the Tsan-cheng Yuan, which will probably take place on July 1. President Yuan Shih-kai will read the inauguration speech. It is understood that the President has fixed one year as the term of life of the Tsan-cheng Yuan, after which the convocation of the projected Lifayuan will take place.

German Conservatism.
A German firm makes a standard article, and is untrammeled by engineers' specifications. If a British engineer decides to accept a German tender he must take the machine as it is, and his specification is altered accordingly. The consulting and municipal specifications have done more to retard trade and increase costs than anything, and this is where the Continental manufacturer is enabled to reduce his costs for his always supplies a standard article. This also enables him to effect quick delivery, although the time he takes to answer correspondence does not lead one to expect this.

Hold-up in Australia.
Whilst a pay clerk was conveying a box containing £3,300 for wages to the railway pay office at Eveleigh, Sydney, two masked men drove up in a motor car which had been stolen during the chauffeur's absence, covered the clerk with a revolver and decamped with the box.

British Naval Review.
King George will review the First, Second and Third Fleets and all the flotillas at Spithead on July 18. This will be the largest assembly of battleships seen in home waters. Altogether about 400 vessels will take part in the review.

Chinese Classics.
Dr. Yen Fu, the former Chief Director of the Peking University, is advocating the teaching of the Chinese classics and other ancient Chinese teachings, such as those of Confucius and Mencius, in all the schools and colleges of China. Dr. Yen Fu contends that these subjects should not be set aside for foreign languages and technical subjects. The Peking papers describe Dr. Yen Fu's ideas as reactionary, but admit that they possess certain merits.

Interesting Discoveries in China.
Two French archaeologists with a special knowledge of China who are exploring Szechuan arrived in Chengtu on the 9th instant. They reported interesting finds, and they had excellent photographs of monuments, sculptures, and other articles dating from the Han dynasty. They conferred with the Rev. T. Torrance of Chengtu, who some time ago discovered some cave tombs on the banks of the Min river. The two archaeologists, after an examination of his collection of images, vases, parts of animals and coins from the caves, fully confirmed their early Han date and their Chinese character. The newspapers published the report of the discovery of a remarkable ancient cave at Langchonghsien, containing several model houses, bronze basins, ovens, dishes, chopsticks, and other things in several compartments. The district official visited the cave and took all the articles.

Notice

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FLY-WEIGHT'S WATERLOO.

Defeat of the World Champion, Percy Jones.

To see the two lads open their twenty round contest at Plymouth on May 15, writes W. T. Roberts in *Boxing*, it would be Lombard Street to a gooseberry on Jones. He had beaten Symonds twice before, and had beaten all comers since. He was fly weight champion of the world, and he was a big fly-weight, at that. In fact, Percy was not a fly-weight at all. He found it impossible to get down to the fly-weight limits although he holds the Lonsdale belt.

His weight was given out as 8st. 2lb. But I have reason to believe that that was a courtesy announcement. I heard it whispered that whilst Symonds was 7st. 13lb., Jones was 8st. 8lb. And he looked it. The comparison in size was remarkable. Well, taking a line through the contest I will admit that Jones was clever, and I should say that he would hold his title of champion against any other fly-weight than Symonds, but the latter is truly a marvellous little fighter.

A Fight Never to be Forgotten.
There were 8,000 persons in the hall, at double prices, too. I don't think any one of them will ever forget this fight. It was sparkling with incident from the first going to the moment when the champion was champion no longer. This happened in the middle of the eighteenth round. Up to that time some thought that Jones was slightly ahead on points. I did not think so, but then I might have been a little prejudiced in favour of the local man. Therefore it was a pleasing thought, as well as a satisfying one, to find that hundreds of others shared my opinion.

However, up to that point, there was not a lot of difference between them. If Jones rattled home a few more blows, and they must have been a very few more, there was no doubt that the little Plymouthian's blows carried most weight. He rarely missed, too. His judgment was faultless. Jones showed a masterful style on a few occasions, but the Plymouthian was never in serious trouble.

It would hardly be necessary to detail the whole of the rounds, because, to a very great extent, there was bound to be sameness in the respective styles. The first found the lads delivering left blows as a sort of feint. They were not heavy, but they were very smart; so smart that it was difficult to correctly follow them. In skill there was little to choose between them. It was all a question of strength and stamina.

The Accuracy of Symonds.
Symonds was the more accurate in the next. A couple of hard lefts to the body and crossed rights made the champion realize that he was in for a serious time. Jones did not like those body blows, and he did all he could to keep the fight at long range. The third was an even round, whilst the fourth was slightly in Jones's favour; he was getting home stinging blows on Jones's face.

DYSPEPSIA AND HOT WEATHER.

"I look upon it that he who does not mind his stomach will hardly mind anything else," wrote Dr. Johnson with characteristic brevity.

In these hot, moist days, every man must "mind his stomach" if he wishes his stomach to mind him. If he does not, dyspepsia will be his lot, with its long train of disagreeable symptoms. To avoid dyspepsia, or to overcome it if present, it is imperative to nourish the nerves as well as supply easily digestible food. For this purpose, nothing compares with Sanatogen, which is a highly concentrated, nutritious food, chemically combined with phosphorus in the exact form in which it exists in the body. Exceedingly digestible itself it also helps the digestion of other foods. It thus rapidly restores digestive power and nervous vigour.

A physician writes in *The Medical Press Circular*, one of the leading British medical journals: "Sanatogen supplies the needed nutrition to the brain cells as well as the necessary filip to the heart, stomach, liver and other organs. In consequence, the patient sleeps and his energy of mind and body is restored. He loses his depression of spirits, and the balance of his nutrition is restored, for in all cases it acts as a powerful stimulant to the nervous system."

Sanatogen can be obtained of all Chemists, in bottles of two sizes.

There was not a lot in the next, but the sixth was distinctly Symonds' round. He sent over three lefts in succession, which made Jones break ground, and following this up Symonds jabbed his right to the ribs and upper cut with his left; Jones retaliated with a nasty upper cut at close quarters.

A Pretty Contest.
The fight was clean and pretty to watch. There was no clinching, holding, or, in fact, anything that was unfair or unsportsmanlike. It was a fight that would have highly pleased the members of the N. C. The seventh, eighth, and ninth were hard-hitting rounds and both lads showed that they had been in a battle. Then came the tenth which was a terribly hot affair. Jones commenced the round in deadly earnest, and forced Symonds to the ropes, where he handed over a lot of punishment. The youngster took it gamely, and then came out, and in the last six seconds gave Jones on rest, and there was any amount of sting in his punches.

The next two or three rounds were fairly even, but in the fifteenth Jones was staggering under heavy blows, and he narrowly missed being knocked out. The crowd were wildly excited as it looked as though Symonds was going to win. The sixteenth was also a

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TO LET—Part of First Floor of No. 25, Des Vaux Road Central. Immediate Possession. Also Motor Boat for sale. Apply—DRAGON CYCLE Co.

TO LET—from 1st May, 1914 No. 104a, The Peak, furnished. Apply to S. J. DAVID & Co., Prince's Buildings.

TO LET—"LA HACIENDA E." No. 74, Mount Kellett Road. Apply CHATER & MOY, No. 5, Queen's Road Central.

sultry round. Jones at first did well, driving both gloves to face and body, but the effort was short-lived, and before the round closed Symonds was after his man, banging away unmercifully in wonderful fashion.

Notice

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"We found the specimen of this milk which was submitted to us to be in excellent condition and perfectly sweet, and fresh tasting. There were no preservatives present, and the milk kept sound for several days after opening. Its composition according to our analysis was as follows: Fat, 3.87 per cent; casein, 3.68 per cent; milk sugar, 4.75 per cent; mineral matter, 0.70 per cent. This analysis evidences good quality, and the milk when taken from the tin was a perfectly homogeneous fluid with no trace of separated solids."

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The only fermented Stone Ginger Beer in the Far East. The real charm of Stone Ginger Beer is the flavour produced by partial fermentation; without this no Stone Ginger Beer can be said to be genuine.

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FRAGRANT, AROMATIC, DRY. Its "Dryness" is a feature which has helped to give this drink the popularity it so well deserves.
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The object of this paper is to publish correct information, to serve the truth and print the news without fear or favour.

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The Hongkong Telegraph.

HONGKONG, FRIDAY, JUNE 19, 1914.

DAYLIGHT-SAVING FOR HONGKONG.

Much has been heard at Home during the past few years of "Daylight-saving" schemes, and although no success has attended the efforts made to put the suggestions into effect by Parliamentary enactment, there can be no doubt that the movement is attracting the sympathy of a growing bulk of sane public opinion. The basis of all the schemes is, so to speak, to put back the hands of the clock so as to make more use, in business, of the earlier hours of the day, and, as a consequence, to set free, for recreative purposes, a corresponding period at the other end of the day. In other words, the employee would begin work earlier and leave off sooner than under existing conditions. It is not a question of actual gain either to the employer or the employed, but merely a readjustment of working hours.

It is a strange fact that, with all the attention and thought which have been devoted to this question at Home, it has never been seriously advocated in Hongkong. If there are grounds for the application of such a plan in England, there are infinitely more in this Colony of ours. First and foremost there is the difference in climate. And in this connection our hot and steamy summer instantly occurs to one as the period in which greatest benefit would accrue from a rearrangement of business hours. The general run of the working day in Hongkong is from 9 a.m. to 5 p.m., with an hour for dinner—an eight-hour day. Now, it is obvious that it would be no hardship on employees to require them to commence duties at 8 o'clock, provided they were released at 4 p.m. We all know that the early morning is the best part of the day in summer, and the man who goes to the office an hour earlier than at present will not only feel more comfortable himself—he will render better services to his employer. Then there is the other end of the day. The services which an employee gives after 4 o'clock, after a boiling hot day, are practically worth nothing—and, what is more, his mental state after that hour, to say nothing of physical exhaustion, is such that he is doing himself injury to attempt serious work then. And in nine cases out of ten it is only an attempt—the man is not fit for exertion at that time of day. Therefore, from all standpoints some revision of working hours is eminently desirable.

In other places in the East commonsense is applied to the conditions in summer much more so than in Hongkong. At Shanghai the custom is a two-hour tiffin, while in Manila offices are opened early in the morning and closed down for two or three hours during the hottest part of the day. We would suggest, therefore, that "daylight-saving" be given a trial here. If the employers do not make a move in the matter, the employees might very well do so, for they would surely appreciate the advantages of a plan which would give them time for beneficial recreation practically every day. We are fully aware that it takes something akin to a volcano to move Hongkong to take an interest in any question, but perhaps the reasonableness of this idea will appeal to those concerned. The Chamber of Commerce might do worse than to discuss the question and ascertain the prospects of its being actively taken up.

A Queer Rumour.

Our Shanghai correspondent wires us to-day that the Chinese Government is taking seriously a report to the effect that a further attempt at a revolution is being arranged for in the South. The rumour is that the Straits Chinese have chartered three vessels for the conveyance of thirty thousand revolutionaries to Macao and Swatow, and that three thousand picked rebels are already assembling in the latter place. He would be a bold man who would accept or reject off-hand any rumour, however feasible or however wild, where China is concerned. Long ago we reached the stage when no Chinese political move could astonish us. But it happens that there are two especially interesting features of this particular story, one of which would seem to be contradictory, the other almost confirmatory.

Dr. Sun and the Straits Chinese. In the first place the charters of the ships are to be Straits-born. Now it is a well-known fact that the Straits Chinese, though they gave hospitality to many of the refugees from Canton last year, were very chary of putting money into any scheme promulgated by Messrs Sun, Chan, Wa etc. Perhaps it was a case of once bitten twice shy. At any rate the doctor found that next to no money would be available from Singapore and it is said on good authority that such will continue to be the case. But in the second place, we have the supplementary rumour that Dr. Sun himself has left Japan and is moving towards Yunnan. Yunnan, it will be remembered, was the scene of a considerable amount of anarchy at the end of last year and may still be regarded as a special centre of revolt. The doctor's arrival there would assuredly give the final impetus to any impending trouble and a far more serious affair than that in Kwangtung last year might reasonably be looked for. But we want confirmation of the story of Sun Yat-sen's Southern move. Hitherto he has been content to love China from a distance.

The N.D.L. Collision.

There is matter for much thought in the recently received wires concerning the collision of the Kaiser Wilhelm II and the Incomore. As may be seen from our last night's extra, there was great similarity between the circumstances of the accident and those which characterized the wreck of the Empress of Ireland, for both ships were rammed amidships at right angles and holed below the water line. But, continues the report of the captain, the Kaiser Wilhelm's water-tight doors were closed immediately the fog appeared; hence the worst was avoided. The lesson should surely be laid to heart by sea-captains when threatened by fog. It is a fairly safe conjecture that but for this particular captain's foresight there would have been a repetition of the Empress tragedy. As it was, not a single life was lost. Cannot a law be passed forcing ship-masters to close the water-tight doors immediately on the appearance of fog?

Arms and Opium.

Det. Sergt. Pincoff had two men before Mr. J. R. Wood at the Police Court, charged with being in unlawful possession of arms—rifles and six hundred rounds of ammunition and opium. The case was remanded until tomorrow to allow of the opium being tested. The goods were found on board a sampan, the opium amounting to 11lbs of loose and 30 tins of prepared.

Harbour Offences.

At the Marine Court, this morning, before Commander Beckwith, R.N., three Chinese were charged with mooring their boats within a prohibited area. One was fined \$5 and the other two \$4 each.

Motor Driver's Loss.

A motor driver, of 43, Des Voeux Road Central, has reported to the Police that between the 18th and the 19th, some person entered his room by an open door and stole a box containing clothing and bedding valued at \$30.

Robbed the Tailor. A tailor at 63, Shauki wan West has reported to the police that between the 17th and 18th last, some person stole from his shop six pieces of cloth valued at \$62.

DAY BY DAY.

WHEREVER A NOBLE DEED IS WROUGHT WHENEVER IS SPOKEN A NOBLE THOUGHT OUR HEARTS IN GLAD SURPRISE TO HIGHER LEVELS RISE THE TIDAL WAVE OF DEEPER SOULS INTO OUR INMOST BEING ROLLS, AND LIFTS US UNAWARES OUT OF ALL MEANER CARES. Long's low.

The Weather.

Lower level 8 a.m. Temp 85; sunshiny. At the Peak 8 a.m. Temp 76; clear.

The Mails.

Canadian and Siberian Mails.—Arrived this morning per Empress of Japan. Australian Mail.—Closed per a.s. St. Albans to day at 10 a.m. English Mail.—Closes per a.s. Delta to-morrow at 11 a.m. Siberian Mail.—Closes per a.s. Chennan to-morrow at 5 p.m.

Langkat Output.

Messrs. Wright and Hornby advise us that the Langkat output yesterday was 220 tons.

Colonel Radcliffe's Appointment.

Lieut.-Col. P. J. Radcliffe, R.E., from Hongkong, has been appointed commanding Royal Engineer, Dover.

Dress Regulation.

A Hongkong Garrison Order not less than warrant officers and N.C. officers not below the rank of Sergeant, may wear plain clothes when not on duty.

Promotion.

The following extract from the Gazette of India, dated May 22, 1914, is published for information: "Lieutenant Colin Campbell, 74th Punjab, to be Captain. Dated May 20, 1914."

Differed.

"It is Government Opinion" claimed a Chinese at the Police Court to-day, charged with being in unlawful possession of a quantity of the drug. Mr. Wood pointed out that the analyst was of a different opinion and fined the man \$5.

K.O.V.L.I. Officers.

On return to regimental duty, Major H. E. Trevor has been posted to the 2nd Battalion King's Own Light Infantry at Dublin. Captain C. H. Ackroyd, 2nd Battalion King's Own Light Infantry, has taken up the adjutancy of that battalion at Dublin in succession to Captain A. G. Luther.

The Minotaur.

Says the London and China Express, the original two years' commission of the Minotaur, flagship of Vice-Admiral Sir T. H. M. Jerram, K.C.B., commanding the China Squadron, expired in May, but the relief crew will not be despatched out till August next, or, perhaps, September, thus running the commission into two and a half years.

The Cyclists' Sore Foot.

"He was riding zig-zag across the road with his feet off the pedals," was the police evidence in a case of a Chinese charged before Mr. Wood to-day with recklessly riding a bicycle in Nathan Road, Kowloon. The defendant, who said he was coming from Yau-mat and had taken his foot off the pedal because it was sore, was fined \$3.

Military Appointments.

Lieut.-Col. F. J. Moberly, D.S.O., 25th Punjab, to officiate as Commandant from June 10, 1914, vice Lieut.-Col. R. E. H. Dyer, 25th Punjab, proceeded on combined leave. Capt. B. C. Penton, 25th Punjab, was appointed Officiating Double Company Commander, from March 24, 1914, vice Capt. H. R. Hunt, seconded at Staff College, Camberley, and to remain seconded while at the Staff College, Quetta.

More Infantry Wanted.

While many guesses are being made at the probable distribution of troops which will follow the return home of the battalions in South Africa, no one seems to have considered the advisability of distributing another battalion of infantry between Tientsin and Hongkong, or the entire battalion at the former station, says the London and China Express. The British forces in the Far East are none too strong, and the addition of a battalion of infantry would be a welcome one indeed.

AN AUSTRALIAN SENATOR.

Interesting Interview with Mr. T. J. K. Bakhap.

Mr. T. J. K. Bakhap of Lottah, Tasmania, a member of the Australian Senate, is, as we stated in our issue of Wednesday, staying in the Colony for a few days, after a lengthy journey into the interior of South China. Mr. Bakhap, who, in addition to being a politician is interested in mining affairs, has been devoting the last few months to a tolerably close inquiry into the mineral wealth of South China. As to the result of his investigations he does not feel free to speak at present, but, by his courtesy, the Telegraph is able to publish some impressions of his journey which should be of general interest.

Although this is his first visit to China Mr. Bakhap soon found himself very much at home among the natives, for he speaks fluently two or three dialects of Chinese.

A Beautiful Country.

"I was surprised," he said, "to find the inland districts of Kwangtung Province so well forested; for I had been led to believe very much the reverse. To be sure the hills themselves are bare enough generally, but in the valleys I came across any amount of good, serviceable timber. The scenery, too, astonished me: I had no idea that rural China was so beautiful. I have been moving about the Province for four months or so, and during that time have covered a very considerable amount of ground—some of it, I believe, not much visited by Europeans. During my recent wanderings I had a bodyguard of ten soldiers. All told I had, at different times five of these little squads and what I saw of them gave me a very high opinion of the possibilities of a certain class of Chinese as soldiers."

Good Military Material.

They had a really good conception of their military duties, kept their old-fashioned rifles very clean and mounted guard just as soldiers should. Then their capacity for marching was simply astounding. On one day, for instance, they did thirty-four miles, up and down hill the whole way, on very little food, and each man carrying sixty rounds of ammunition. No hills seemed too steep for them and no water too deep. By night they slept on the bare ground without either overcoat or rug. By the way, they paid me the compliment of expressing great regard for me, and even said they would like to have me for their officer. I put them through their skirmishing drill and thought they shaped remarkably well. I am convinced that China has the right material for soldiers; well drilled and well led, those men would give a good account of themselves in war."

Chinese Hospitality.

Mr. Bakhap was enthusiastic over the hospitality he received on all hands. So far from regarding him as a Foreign Devil, the natives went out of their way to oblige and entertain his party on every occasion. "Wonder," he added "what sort of welcome would be extended in an English-speaking country to a wandering Chinese who came digging up people's land to find minerals. I always had a great respect for the Chinese from what I knew of them in Australia, and my recent experiences have added to that respect."

While in Canton the senator had a lengthy interview with Governor General Lung, whom he found most courteous and ready to oblige in every way.

Australian Politics.

Coming to the question of the present political situation in Australia, Mr. Bakhap said: "Of course a good deal has transpired during my absence from Home of which I have not heard. Out here one learns little of Australian matters; Hongkong Britishers don't seem at all interested. I find even the Chinese and Japanese far keener on the subject. It does not seem to be generally known that Australia is just now faced with something like a serious political crisis. The last time the subject was to the effect that Parliament will be dissolved on July 20 and the election will take place two months later. In a word the crisis has arisen through the peculiar nature of the Australian Constitution. The personnel of the Senate being less subject to triennial change than that of the House of Representatives, it follows that one of the two great parties may constitute the ministry and have a majority in the Lower Chamber, while the other retains a majority in the Senate. Last session the Senate rejected measures passed by the House of Representatives. The same measures have probably been passed by the House of Representatives and again rejected by the Senate. So long as the three months' constitutional period has intervened between the two rejections by the Senate the leader of the House of Representatives (that is, the Prime Minister) can appeal for a double dissolution. The measures which were the bones of contention are regarded as vitally necessary or substantially unnecessary, according, of course, to party viewpoint. What the result of the General Election in September will be remains to be seen."

MARINE MOTOR CONSTRUCTION.

Motor Lighter for South Sea Islands Built in Hongkong.

Messrs. W. S. Bailey & Co., Ltd., have completed, to the order of Messrs. F. Blackhead & Co., a motor driven lighter for service in the South Sea Islands. The vessel is 50 ft. overall by 12 ft. beam, with deck cabin, bunks and drawers etc. and with cargo hold forward. Mast, derrick and winch to lift one ton are fitted for ready handling of cargo.

The motive power consists of a 48 H.P. "Drou" Crude Oil motor engine, having a bronze propeller with reversible blades. On trial the vessel proved entirely satisfactory, no trouble being experienced with the motor, which ran perfectly and gave a speed upon the measured mile of 8 knots at 400 revolutions per minute.

Messrs. Bailey & Co. are completing two other tank motor boats of 42 ft. and 50 ft. respectively, and two steel motor boats of 50 ft. and 70 ft. respectively, besides a steel cargo steamer for the Manila Passenger and Liner trade.

This latter vessel is one of the largest built by Messrs. Bailey and will carry 1,000 tons of lumber. First class accommodation is provided for passengers in saloon on after deck, leaving the forward part of the vessel clear for working cargo. Four powerful steam winches of noiseless type are provided with masts and derricks. The hold is designed clear of pillars or other obstructions.

The engines are triple expansion of 150 horse power working at 180 lbs. pressure and the vessel is to Lloyd's A. 1 Class.

CHARGED WITH STEALING.

Wants to Prove an Alibi.

This morning, at the Police Court, before Mr. J. R. Wood, a Chinese was charged with stealing jewellery to the value of \$138 from another Chinese living in Jervois Street.

The defendant, who endeavoured to prove an alibi, stating that at the time he was alleged to have pawned the articles he was visiting his mother, was remanded for the purpose of securing his mother's attendance.

TYPHOON WARNING.

The telegram quoted below was received at the American Consulate General, Hongkong, from the Manila Observatory at 4.30 p.m. yesterday:—

Cyclone or Typhoon. Over the eastern Visayas Islands. Moving W. N. W.

The following telegram was received at 9.35 a.m. to-day:—

Cyclone or Typhoon—E. S. E. of Manila, over or near southern Luzon, moving W. N. W. or N. W.

later. In a word the crisis has arisen through the peculiar nature of the Australian Constitution. The personnel of the Senate being less subject to triennial change than that of the House of Representatives, it follows that one of the two great parties may constitute the ministry and have a majority in the Lower Chamber, while the other retains a majority in the Senate. Last session the Senate rejected measures passed by the House of Representatives. The same measures have probably been passed by the House of Representatives and again rejected by the Senate. So long as the three months' constitutional period has intervened between the two rejections by the Senate the leader of the House of Representatives (that is, the Prime Minister) can appeal for a double dissolution. The measures which were the bones of contention are regarded as vitally necessary or substantially unnecessary, according, of course, to party viewpoint. What the result of the General Election in September will be remains to be seen."

WATER POLO.

V.R.C. and R.E. Play a Drawn Game.

A very even match took place in the Water Polo league, between the R.E.'s and the V.R.C., at the latter's bath, last evening. There was a good attendance, which watched an interesting match with much keenness. To the whistle of Mr. F. Lammer, the teams lined up as follows:—

V.R.C.:—Souza, goal; England and Reza, backs; Sewell, half back; Railton, L. O. Souza and Clunnet, forwards.

R.E.'s:—Lewis, goal; Tucker and Hitchin, backs; Morris, half back; Scott, Wright and Ferrigan, forwards.

The game opened quite strongly and from the first it was apparent that either side would have a hard task to win. Good work was done by both forward lines, Scott in particular, for the soldiers, putting the Club goal in jeopardy many times. For the Club, Clunnet and Railton were well to the fore, the Club's goal coming from the latter. The shot should have been saved by Lewis, had not a back endeavouring to reach the ball, the intervention causing Lewis to miss. Morris scored for the R.E.'s with a shot that completely beat Souza, who, however, did some excellent work in defending his charge against the soldiers' forward line. The later stages of the game saw the soldiers pressing the Club and having the giant's share of the play, but Souza was there whenever the ball neared the goal and was applauded several times for good saves.

The scores were:—V.R.C., 1 goal, R.E.'s, 1 goal.

BAND NIGHT.

It appeared at one time yesterday that the Band performance at North Point would have to be postponed, as rain threatened to spoil the evening, but though it threatened it kept off until just after nine o'clock, sufficient to induce a large crowd to attend. The little rain in Hongkong, just after nine, no doubt did prevent many late diners from making the journey and thereby increasing considerably the great number that attended. The Band of the 25th Punjab is located on the beach and during the evening discoursed well selected music. The shore in the vicinity of the band was charmingly illuminated with numerous electric lights and the choicest refreshments were served.

The Hongkong Tramway Company had a special supply of cars on the run, and the convenience of those who went to make the merry crowd was well looked after by the promoters of the enterprise. The night was a very successful one, and it is fairly safe to predict that every further effort in this direction (weather permitting) will see, if anything a larger crowd than that of last night.

LIBEL ACTION.

The Plaintiff Wants a Jury.

This morning in the Summary Court, before Mr. Hazeldan, the case was mentioned in which J. M. Xavier is suing G. Martini to recover the sum of \$1,000.

Mr. Russ appeared for the plaintiff and Mr. R. O. Faithfull for the defendant.

Mr. Russ asked for an order for a jury. The action was one for libel, and he urged that he was entitled to one as of right.

Mr. Faithfull said that since the defence had been delivered he had received instructions which necessitated an amendment.

The case was adjourned for a week, Mr. Faithfull to make an application in chambers for permission to amend.

Touched Edge of Typhoon. The s.s. Taming, which arrived from Manila this morning, reports that the vessel touched the outer edge of a typhoon in the Pacific Channel on the outward run; otherwise, fine weather was experienced throughout.

THE SANITARY DEPARTMENT.

Interesting Features of Last Year's Work.

The report of the Head of the Sanitary Department (Mr. D. W. Tratman) for last year states that the Department on January 1 took over from the contractors the whole of scavenging the City of Victoria. All the best men in the contractor's gangs, including Foremen were taken on the Staff. After a few weeks' trial it was found necessary to increase the number of scavenging coolies by 10. Of these 7 were needed for Districts which had grown largely since the scheme was drafted, and the remainder for the removal of manure from the cattle wharves. The cost of the latter is more than covered by the payments made by importers of cattle for this service. A special coolie for scavenging Blake Pier and the neighbouring water was engaged on April 1.

Owing to objections from the men themselves the proposal that the scavengers should be housed and fed by one Contractor was dropped and the men left to make their own arrangements. The feeding question ceased to give trouble in a very little while; but it was otherwise with the housing. Owing to the general overcrowding of the Colony, rents, particularly in the Central Districts, rose continually and it was soon seen that the estimated allowance of \$1 a head a month was quite inadequate. Not only did rents rise but in some cases landlords positively refused to allow scavengers to occupy their houses, so greatly had the social status of their property advanced.

After the men had changed quarters several times it became clear that in the interests of economy and efficiency it was desirable to provide Government quarters at any rate for the central division of the scavenging staff.

It was finally decided that temporary matched quarters should be erected on the vacant land below Bridges Street just west of Sing Wong Street and that permanent quarters should be erected in the neighbourhood of Rutter Street at some future date. The matched was occupied on the 1st of December by the men of Health Districts 3 to 8 and the Peak.

On December 1 the last relic of the contract system was abolished. Under the new scheme as originally drafted the supply of coolie labour for hauling the refuse carts on levels where bullocks cannot go, was to be by contract, on the ground it would be only waste of money to take on to the staff men whose service would only be required for 3 to 4 hours a day. From the first these "casual" coolies were a source of trouble. It was found impossible to ensure that they were suitable men from the point of view either of physique or character, with the result that the carts were often carelessly handled and a number of accidents, some serious, took place.

At the end of November, therefore, it was decided to abolish the 120 purely hauling coolies, to take on to the staff half that number of additional scavengers and to lay on the scavengers the duty of hauling their own carts. The change has proved most successful. Not only are the carts more safely handled but the whole scavenging round is finished from half an hour to an hour earlier. The cost is more over \$90 per annum less than the contract system.

The total cost of the first year's working of the new scheme was \$45,756.58. This sum includes 20 per cent. for depreciation in the value of the additional bullocks (34) also the whole wages of a shoer and head-driver whose duties extend to the old establishment as well as the new.

The cost for 1912 under the contract system was \$52,040.00.

The new scheme has therefore effected a saving of over \$6,000.00 in the cost of collecting the refuse of the City which completely justifies its adoption from a purely financial point of view. For efficiency of control there can be no comparison between the direct system and the contract system.

The cost of scavenging the

SPECIAL CABLE.

(From Our Own Correspondent.)

A NEW REVOLUTION?

20,000 Chinese Said to be Bound for Macao and Swatow.

Is Sun Yat-sen at the Bottom of it?

Shanghai, Received June 19. The Chinese Government takes seriously a report that Straits Chinese have chartered three ships to convey 30,000 men to Macao and Swatow to join a Revolution. It is reported that 3,000 picked rebels are assembling at Swatow. It is noteworthy, in connection with these reports, that Dr. Sun Yat-sen is reported to be on the way to Yunnan from Japan.

Kowloon Peninsula increased by \$1,120.49 which is accounted for by the raising of the minimum wage for Government employees from \$8 per month to \$9.97 men were affected by this increase.

The cost of the refuse-disposal work shows an increase of \$2,085.07 on last year. This is due to the sinking in the Typhoon of September the 13th of the steam lighter S.D. "2" and the towing barge S.D. "B". The salvage of the two vessels cost \$76,000 and repairs to the barge \$1,572.00.

The steamer was found to be not worth repairing and was sold as she stood for \$900.00 which was credited to the general revenue of the Colony. It will be seen, therefore, that apart from this accident the cost of the refuse disposal was less than in the previous year.

Street Watering. One additional four-wheeled watering van purchased from England at a cost of \$638.88. The street-watering service in Kowloon had to be somewhat starved owing to the high price of bullocks and to defects in certain carts. It is expected that a more continuous service will be possible next year.

Buildings. The following new buildings were completed and handed over to the Department during the year:—Quarters for the Second Inspector at Kennedy Town on March 1, New Eastern District Office and Quarters on May 1, New Western District Office and Quarters on June 1.

The alteration and enlargement of the bullock stables adjoining No. 1 Police Station were completed in August. The work of enlarging the pig slaughter house at Kennedy Town was continued and was practically complete by the end of the year.

Markets. Three new Markets were opened during the year:—The Reclamation Street Market at Yau-mat on the 1st of September, the reconstructed Old Western Market (now called Western Market South Block) on the 1st of October and the Praya East Market on the 1st of December.

The first and the last of these are for the sale of fruit, vegetables and sundries; the second has fresh fish stalls and tanks on the ground and vegetable and fruit stalls on the upper floor.

In each case there was wild speculation in tenders for the vacant stalls, prices altogether out of proportion to their value being offered. This was particularly marked in the case of the Reclamation Street Market, the rents from which have dropped from \$657.40 in the opening month, to \$369.80 in December with signs of further weakening. It is to be expected however that the value of stalls in this Market will rise again as soon as buildings are erected on the waste land adjoining it.

Revenue and Expenditure. The total revenue collected during the year amounted to \$254,811.70 as compared with \$249,824.93 in 1912. The estimated revenue for the year was \$239,150.00. The total expenditure during the year was \$331,234.55 compared with \$324,043.92 in 1912. The estimated expenditure in 1912 was \$350,621.00.

To-day's Advertisements

From EUROPE.

THE H.A.L. Steamship

"SILESIA." Capt. H. Christensen, having arrived, Consignees of Cargo are hereby informed that their goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong & Kowloon Wharf & Godown Company, Limited, whence delivery may be obtained against Bills-of-Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given to-day.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 25th inst., will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 25th inst., at 9.30 a.m.

No Fire Insurance will be effected by us in any case whatever.

This steamer brings on cargo:—
ex s.s. "Corfity Beckfrus" from
Abus
"Goteborg" from Goteborg
"Helsingborg" from
Halmstad
"Carten Russ" from Abo
"Lisbeth" from Stockholm
HAMBURG-AMERIKA LINIE
Hongkong Office,
Hongkong, 19th June, 1914. [603]

DOLLAR STEAMSHIP LINE.

Proposed sailings for SAN FRANCISCO & SAN PEDRO.

s.s. "CAPE FINISTERRE" on or about 25th June.

s.s. "BESSIE DOLLAR" on or about 15th July.

Connection made with Salt Lake Railway at San Pedro for OVERLAND points. For rates, space and further particulars apply to

THE ROBERT DOLLAR CO., V. M. SMITH, Manager.

Tel. 792. 3, Queen's Building.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE.

NOTICE TO CONSIGNEES.

R.M.S. "EMPRESS OF JAPAN."

The above-mentioned steamer having arrived from Vancouver, Victoria and Japan Ports, Consignees of cargo are hereby notified that their goods, with the exception of Parcels, Treasure and Valuables, are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co's Kowloon Godowns where delivery can be obtained.

Goods on hand after the 26th June will be subject to rent. No Fire Insurance has been effected.

All damaged packages are to be left in the Godowns and this Office notified, when arrangements will be made for examination.

No claims will be admitted after the goods have left the Godowns.

D. W. GRADDOCK, General Traffic Agent, Hongkong, 19th June, 1914.

DAIRY FARM NEWS.

WE HAVE RECEIVED

NEW SHIPMENTS

OF

FRESH SIBERIAN SALMON,

SMOKED

KIPPERS, FILLETS & HADDOCKS.



FRESH STOCK ARRIVED.
KRUSE AND CO.
SOLE AGENTS.

To-day's Advertisement

THEATRE ROYAL. FRIVOLITY FREEAR.

ON SATURDAY, JUNE 27th, 1914.

Under the distinguished patronage of H.E. The Governor Sir HENRY MAY, K.C.M.G., H.E. Maj. Gen. KELLY, C.B., Commodore R. H. ANSTRUTHER, C.M.G.

(ONE NIGHT ONLY.)

Box Plan open at MOUTRIES.

Popular Prices: \$3, \$2, & \$1. Naval & Military 50 cts. to \$1 seats.

"FRIVOLITY" FREEAR in his WORLD FAMOUS

"FRIVOLITIES"

FRIVOLITIES

Mr. Freear has the honour of representing the "FRIVOLITIES" before the late King Edward VII. for MME. de Falbe, at Luton Hoo, H. I. M. the Sultan of Turkey, the late King of Greece, the late Duke and Duchess of Teck, Grand Duke Michael, Duke of Grafton, Their Excellencies the Earl and Countess of Minto, Earl Fitzwilliam, Earl Roberts, Admiral Lord John Fisher, H. H. The Nizam of

Hyderabad, H. H. Prince Darnley, H. H. the Gaskwar, of Baroda, H. H. the Maharaja Scindia, H. H. the Maharaja of Patiala, H. H. the Nawab of Rampore, H. H. the Begum of Bhopal, H. H. the Maharaja of Mysore, H. H. the Maharaja of Vizianagaram, H. H. the Maharaja of Travancore, H. H. the Maharaja of Bonares, H. H. the Maharaja of Jodhpur, H. H. the Maharaja of Bikaner, etc.

Freear also received from Abdul Hamid (Sultan of Turkey) the Gold Medal of Fine Arts, for his command performance in Yildiz Palace, Constantinople, and from H. E. the Sultan of Zanzibar an Ivory Walking Stick.

Gold Sleeve Links from H. E. Lord Gladstone, in Pretoria, and Gold Cigarette Case, with other presents from H. M. the Queen Mother of Siam, five weeks ago in Bangkok.

Credentials in proof of above together with the Medal of Fine Arts presented by H. I. M. the Sultan may be seen at Moutries.

SPECIAL NOTE: Mr. Freear respectfully desires to convey to all that his Entertainment will be found what it is represented to be—Pure, Wholesome and Diverting; 2½ hours of Laughter Guaranteed.

By Freear—The man who made the Sultan laugh. To Be Right Book Your Seat or You may be Left.

Laughter is the best of all Tonics—keep on laughing and buy Freear's Book of Jokes, 50 cts. at Moutries.—On Freear's three visits to Shanghai standing room was at a premium in the Lyceum Theatre, as also in Singapore. Returning again to Shanghai shortly by general request. Great Success in Tientsin and Hankow. People still laughing.

NOTE—A fan will be supplied to each member of the audience, with compliments of the Milkmaid Co. Nothing like a hearty evening of laughter, especially in the warm weather. Return performance at Canton on Wednesday next by general desire. Plans to everyone and Electric Fans by courtesy of the Elite Cinematograph Co.

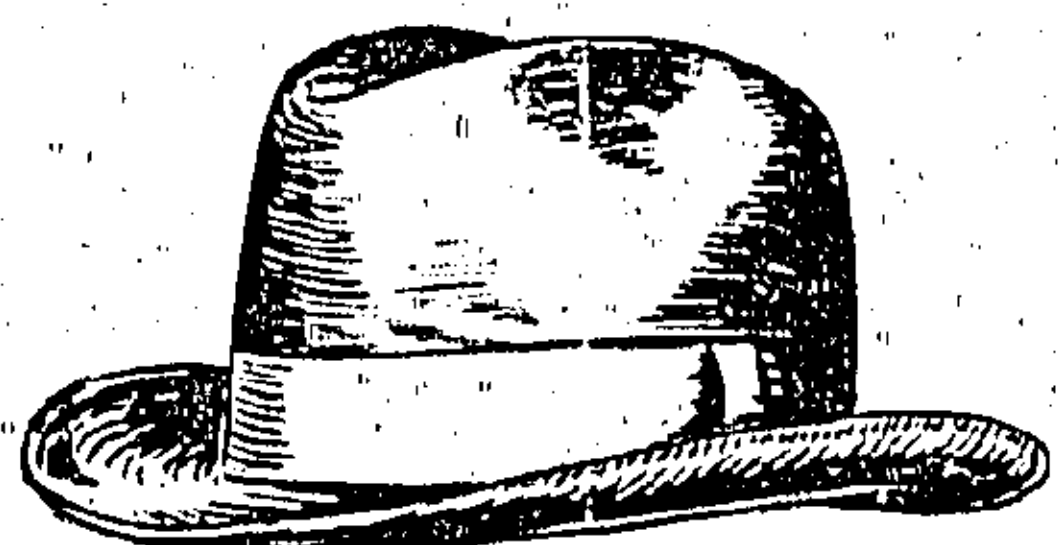
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QUALITY.

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ALUMINIUM FLAT BACKED MANDOLINES,
ETC., ETC.

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From Hongkong	From Quebec
Empress of Japan	25th June.
Monteagle	1st July.
Empress of Russia	8th July.
Alsatan	2nd July.
Victorian	23rd July.
	4th Aug.

All Steamships leave Hongkong at noon.

The "EMPEROR OF RUSSIA" and "EMPEROR OF ASIA" are new quadruple screw 21 knot turbine steamers, of 16,850 tons gross, 30,625 displacement, the finest, fastest and most luxurious on the Pacific.

The direct route to Canada, United States and Europe, calling at Shanghai, Nagasaki (through the Inland Sea of Japan), Kobe, Yokohama and Victoria, B.C.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with Marconi Wireless apparatus.

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"MONTEAGLE" Intermediate service, via Canadian Atlantic port 2/4, via Boston or New York 2/5.

Rates quoted above do not include meals and sleeping car across Canada. These, if required, will be furnished for 2/6 additional.

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Passengers purchasing Trans-Pacific Round Trip passage tickets have the option of returning from San Francisco by the steamers of the Pacific Mail S.S. Co., or Toyo Kisen Kaisha.

Local and through passengers may, if desired, travel by rail between Ports of call in Japan.

For further information, Maps, Routes, Handbooks, Rates of Freight and Passage, apply to

D. W. CRADDOCK, General Traffic Agent for China.

Corner of Pedder Street and Prince, opposite Blake Pier.

BRITISH INDIA S. N. CO., LTD.

APCAR LINE.

Regular Service Between

CALCUTTA, STRAITS, SHANGHAI and JAPAN PORTS.

EASTWARD.

S.S. "Takada," 6,300 tons, Capt. Robinson, will be despatched for KOBE & MOJI on 19th June, daylight.

S.S. "Torilla," 5,205 tons, Capt. Swenson, R.N.R. will be despatched for SHANGHAI, KOBE & MOJI, on 6th July.

WESTWARD.

S.S. "Japan," 6,413 tons, Capt. Saiton, will be despatched for SINGAPORE, PENANG & CALCUTTA on 25th June, 1 p.m.

S.S. "A. Apar," 4,459 tons, Capt. Walker, will be despatched as above on 30th June.

The above steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences and carry a duly qualified surgeon.

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Hongkong, June 18, 1914.

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Taking Cargo at Through rates to all European North Continental and British Ports, also Trieste, Oporto, Marseilles, Genoa, and other Mediterranean, Adriatic, Black Sea and Baltic Ports, and all North and South American Ports.

Next Sailings from Hongkong:

FOR STEAMSHIP TO SAIL

Shanghai, Kobe and Yokohama.....Silesia.....20th June

" " " ".....C. Ferd. Laeisz.....3rd July

" " " ".....Senegambia.....17th July

" " " ".....Scandia.....27th July

" " " ".....Alesia.....14th Aug.

" " " ".....Sithonia.....23rd Aug.

" " " ".....Liberia.....11th Sept.

" " " ".....Altmark.....18th Sept.

" " " ".....Andalusia.....2nd Aug.

" " " ".....Belgravia.....17th Sept.

" " " ".....Brasilia.....12th Oct.

Havre, R'dam, Hamburg & A'werp.....Wuerttemberg.....20th June.

Hamburg & Antwerp.....Sudmark.....4th July.

M'los, Havre, Emden & H'burg.....Segovia.....8th July.

Havre, R'dam, H'burg & A'werp.....Goldfels.....12th July.

Havre, R'dam & Hamburg.....Emden.....18th July.

Havre, Bremen & Hamburg.....Preussen.....18th July.

Hamburg.....Hoerde.....24th July.

Havre, Emden & Hamburg.....Silesia.....20th July.

Havre & Hamburg.....Markomannia.....5th Aug.

Havre, Dunkirk & H'burg.....Frisland.....7th Aug.

M'los, R'dam, Hamburg & A'werp.....O. J. D. Ahlers.....22nd Aug.

Havre, Emden, & H'burg.....Senegambia.....25th Aug.

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THE JAPAN MAIL STEAMSHIP CO.

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Destination.	Subject to Alteration.	Sailing Date
MARSEILLES, LONDON & ANTWERP, via Singapore, Malacca, Penang, Colombo, Suva, & Port Said.....	Miyazaki Maru Capt. Teranaka T. 16,000 WEDNES., 1st July. WEDNES., 16th July, at 10 a.m.	
VICTORIA, B.C., and SEATTLE via Shanghai, Keelung, Moji, Kobe, Yokohama, Shimoda, and Yokohama.....	Awa Maru Capt. Tomingae T. 12,500 THURSDAY, 2nd July, at 4 p.m. Shizuoka Maru Capt. Deguchi T. 12,500 TUESDAY, 14th July, at 4 p.m.	
SYDNEY & MELBOURNE, via Manila, Thursday Island, Townsville and Brisbane.....	Tango Maru Capt. Sokine T. 13,500 WEDNES., 1st July, at noon. Nikko Maru Capt. T. 9,600 WED., 29th July, at noon.	
CALCUTTA via Spore, Penang & Rangoon.....	Kanagawa Maru Capt. Tozawa T. 12,500 SATURDAY, 27th June.	
BOMBAY via Singapore and Colombo.....	Rangoon Maru Capt. T. 12,000 SUNDAY, 21st June.	
KOBE & Yokohama.....	Hirano Maru Capt. Fraser T. 16,000 WEDNES., 1st July, at 11 a.m.	
NAGASAKI, Kobe & Yokohama.....	Nikko Maru Capt. R. Takai T. 9,600 TUESDAY, 30th June, at 5 p.m.	
SHANGHAI, Moji and Kobe.....	Jinsen Maru Capt. Teranaka T. 5,000 TUESDAY, 7th July.	
KOBE & Yokohama.....	Sanuki Maru Capt. Date T. 12,500 FRIDAY, 3rd July.	

† Cargo only.
‡ Fitted with new system of wireless telegraphy.

REDUCED SUMMER RATES BETWEEN HONGKONG AND JAPAN PORTS.
Commencing from 1st June, ending 30th Sept.

SPECIAL EXCURSION TICKETS (1st & 2nd class) available for 3 months.

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Return.	Return.	Return.	Return.	Return.
1st class.....	\$135	\$122	\$108	\$95
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For	Steamers.	To Sail.
SHANGHAI & TSINGTAU.....	Chenan	20th June at night
MANILA, CEBU & ILOILO.....	Taining	23rd June at 4 p.m.
SHANGHAI.....	Shaohsing	23rd June at 4 p.m.
HOIHOW & HAIPHONG.....	Kailong	24th June at 10 a.m.
SHANGHAI.....	Anhui	25th June at 4 p.m.
SHANGHAI & TSINGTAU.....	Yingchow	27th June at night
AMOY, WUWEE, FOOT, TSINKUEICHOW.....		29th June at 10 a.m.
MANILA, CEBU & ILOILO.....	Tea	30th June at 4 p.m.

DIRECT SAILING TO WEST RIVER, Twice Weekly.
"S.S. LINTAN" and "S.S. SANUI"

MANILA LINE.—Twin Screw Steamers "Chinhua," "Taming," and "Tea." Excellent saloon accommodation amidships; electric fans fitted; extra staterooms on deck aft on "Taming" & "Tea."

SHANGHAI & TSINGTAU LINE.—The Twin Screw steamers "Anhui," "Chenan," "Shaohsing" and the S.S. "Kanchow."

"Liangchow," "Luchow" and "Yingchow" having excellent accommodation with Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, maintain a fast schedule service between Canton, Hongkong and Shanghai, leaving Hongkong for Shanghai direct every Tuesday, Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

The steamers leaving Hongkong on Sundays proceed from Shanghai to Tsingtau, leaving there on Tuesdays for Shanghai, Hongkong and Canton.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of the trans-shipment at Woosung.

Reduced Fares:—Single \$45: Return \$75.

For Freight or Passages apply to

BUTTERFIELD & SWIRE.

Agents

Telephone No. 36

Hongkong 19th June, 1914.

RUSSIAN VOLUNTEER FLEET.

HONGKONG AGENCY.

Homeward Bound.

(Odessa via Ports of call.)

The S.S. Mogilev 6,200 R.T., Commander Kahiani, is expected to arrive here on Monday evening the 15th June, 1914.

The S.S. Koursk 6,400 R.T., Commander Padalka, is expected to arrive here on or about the 17th day of July, 1914.

Outward Bound.

(Vladivostok via Nagasaki.)

The S.S. Kiev 5,566 R.T., Commander Stetky, is expected to arrive here about the beginning of July, 1914.

For Freight, Passage and further particulars, apply to

Capt. LUKHMANOFF, Agent,

Hotel Marlborough, 3rd Floor, Room 124 & 14.

Hongkong, June 14, 1914.

Tel. No. 114

Shipping

HONGKONG
PHILIPPINES.
PHILIPPINES
STEAMSHIP CO.

Steamship.	T.	Captains.	For	Sailing date.
Rubi	4000	J. Miller	Manila, Mangarin, Cebu and Iloilo.	SAT., 20th June, 4 p.m.
Zalro	4000	F. S. McMurray	Manila, Mangarin, Cebu and Iloilo.	WED., 1st July, 4 p.m.

Electric light and fans in every cabin; competent stewardesses carried.

Passengers holding round trip tickets may return by any steamer of the Pacific Mail S.S. Co., Toyo Kisen Kaisha, Norddeutscher Lloyd and Eastern and Australian Steamship Co., Ltd.

For Freight or Passage apply to

SHEWAN TOMES & CO.

GENERAL MANAGERS

Hongkong, 13th June, 1914.

JAVA-CHINA-JAPAN
LIJN.

Regular Fortnightly Service between

JAVA, CHINA and JAPAN.

Steamer	From	Expected on or about	For	Will leave on or about
Tijpanas	SHAI	1st half June	JAVA	1st half June
Tijlajap	JAVA	1st half June	JAPAN	1st half June
Tijlajap	JAPAN	2nd half June	JAVA	2nd half June
Tijlajap	JAVA	2nd half June	JAPAN	2nd half June
Tijlajap	JAPAN	1st half July	JAVA	1st half July
Tijlajap	JAVA	1st half July	JAPAN	1st half July
Tijlajap	JAPAN	2nd half July	JAVA	2nd half July

The steamers are all fitted throughout with Electric Light, and have accommodation for a limited number of saloon passengers, and will take cargo to all Ports in Netherlands-India on through B/L.

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JAPAN and HONOLULU.

Sailings from Hongkong—Subject to change without notice.

Steamer.	Displacement	Leave Hongkong.
Nippon Maru	11,000 - 18 knots	Tues., 23rd June.
Shinyo Maru	23,000 - 21 knots	Tues., 14th July.
Chiyo Maru	22,000 - 21 knots	Tues., 4th August.
Tenyo Maru	22,000 - 21 knots	Thurs., 27th August.

Steamers via Shanghai will be despatched at noon.

Steamers via Manila will be despatched at 10.30 a.m.

First Class to London.....27.10. Return (6 months) £120.

First Class to New York.....260. " £96.10.

" San Francisco 245. " £68.

Passengers purchasing Trans-Pacific Return tickets have the option of returning from San Francisco by steamers of the Pacific Mail S.S. Co., or from Vancouver by steamers of the Canadian Pacific Railway Co.

Special Rates given to NAVAL & MILITARY CIVIL SERVANTS, MISSIONARIES, etc.

ROUND THE WORLD Tickets issued in Connection with all the Principal Mail lines and the Trans-Siberian Railway.

Passengers may travel by Railway between ports of call in Japan free of charge.

SOUTH AMERICAN LINE.

Via JAPAN PORTS, HONOLULU, RIO, MANZANILLO, SALINA CRUZ, CALLAO, IQUIQUE and VALPARAISO.

Thence by TRANS-ANDAN ROUTE to BUENOS AIRES.

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KING'S BUILDINGS.

THE EASTERN & AUSTRALIAN
STEAMSHIP CO., LIMITED.

MAIL SERVICE TO AUSTRALIA

VIA MANILA.

MAIL SCHEDULE

(SUBJECT TO MODIFICATION).

Steamer.	Arrive Hongkong from Australia.	Leave Hongkong for Australia.
Eastern	4th July.	10th July, 10 a.m.
Aldenhay	1st Aug.	31st July, "
Empire		28th Aug., "

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewardesses are carried.

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LOG BOOK

Japanese Shipping.

It was announced from Tokyo on the 6th instant that shipping men categorically denied the reports of a Japanese shipping combine, which, they said, was not even contemplated.

Australian Shipbuilding.

Mr. Salter, the manager of the Federal Dockyard in Sydney, in a report to the Defence Minister, Mr. E. D. Miller, on the 5th inst., said shipbuilding in Australia was largely futile. The vessels could not be completed until half their effective life was concluded, because their construction would take five years instead of two years owing to the shortage of skilled labour, whilst the absence of the piecework system would add 30 per

Shipping

INDO-CHINA STEAM NAVIGATION CO., LTD.

(Projected Sailings from Hongkong.—Subject to Alteration.)

For	Ship	On
MANILA	Loongsang	Sat., 20th June at 2 p.m.
TTSTIN via S'ow, W'wei	Cheongshing	Sun., 21st June at 4 light
SHANGHAI	Choyang	Tues., 23rd June at 4 light
Kobe & Yokohama	Kumsang	Tues., 23rd June at noon
S'PORE, Pang & C'utta	Yatshing	Tues., 23rd June at 2 p.m.
S'PORE, Pang & C'utta	Namsang	Thur., 25th June at 2 p.m.
SHANGHAI	Taksang	Fri., 26th June at 4 light
MANILA	Yuensang	Sat., 27th June at 2 p.m.

Return Tours to Japan.

The steamers "Kutsang," "Namsang," and "Lalsang," leave about every 3 weeks for Shanghai and Japan returning via Kobe (Inland Sea) and Moji to Hongkong. Time occupied 20 days. This service is supplemented by the "Fooksang," "Kumsang," "Yatshing" and "Suisang" leaving Hongkong at regular intervals for Yokohama, Kobe and Moji and returning thence direct to Hongkong. Time occupied 16 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A duly qualified surgeon is also carried.

* Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

† Taking Cargo on Through Bills of Lading to Yangtze

Ports, Chefoo, Tientsin, Dainy, Weihaiwei, Tsingtau.

‡ Taking Cargo on Through Bills of Lading to Kudat, Lahad

Datu, Simporna, Tawao, Usukan, Jessellon and Labuan.

For Freight or Passage,

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Telephone No. 215. General Managers.

THE ROYAL MAIL STEAM PACKET CO.

PROJECTED SAILINGS FROM HONGKONG.

Subject to change without Notice

"Shire" Line Service.—Horeward.

For Steamers. Date of Sailing

LONDON & ANTWERP...Radnorshire.....8th July.

LONDON & ANTWERP...Den of Ruthven.....19th July.

Trans-Pacific "Shire" & "Glen" Joint Service.

VICTORIA, V'VER, ST'LE, Monmouthshire.....2nd July.

TACOMA & PLAND...Den of Aille.....10th August.

VICTORIA, V'VER, ST'LE, Den of Aille.....10th August.

Cargo accepted on Through Bills of Lading to all ports in Europe

and North and South America.

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BRITISH INDIA S. N. CO., LTD.

NEW SERVICE OF STEAMERS BETWEEN

Yokohama, Kobe, Hongkong and Rangoon.

Steamers are despatched Eastward at regular intervals taking

Passengers and Cargo at current Rates.

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& ENGINEERING Co. OF

HONGKONG, Ltd.

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GRAVING DOCK 78' x 88' x 34'

Pumps empty Dock in 2 3/4 hours.

THREE PATENT SLIPWAYS taking vessels up to 3,000 tons

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HEAD CRANES throughout the Shops, ranging up to 100 Tons.

50-Ton Hydraulic TESTING MACHINE for Chains Wire Ropes,

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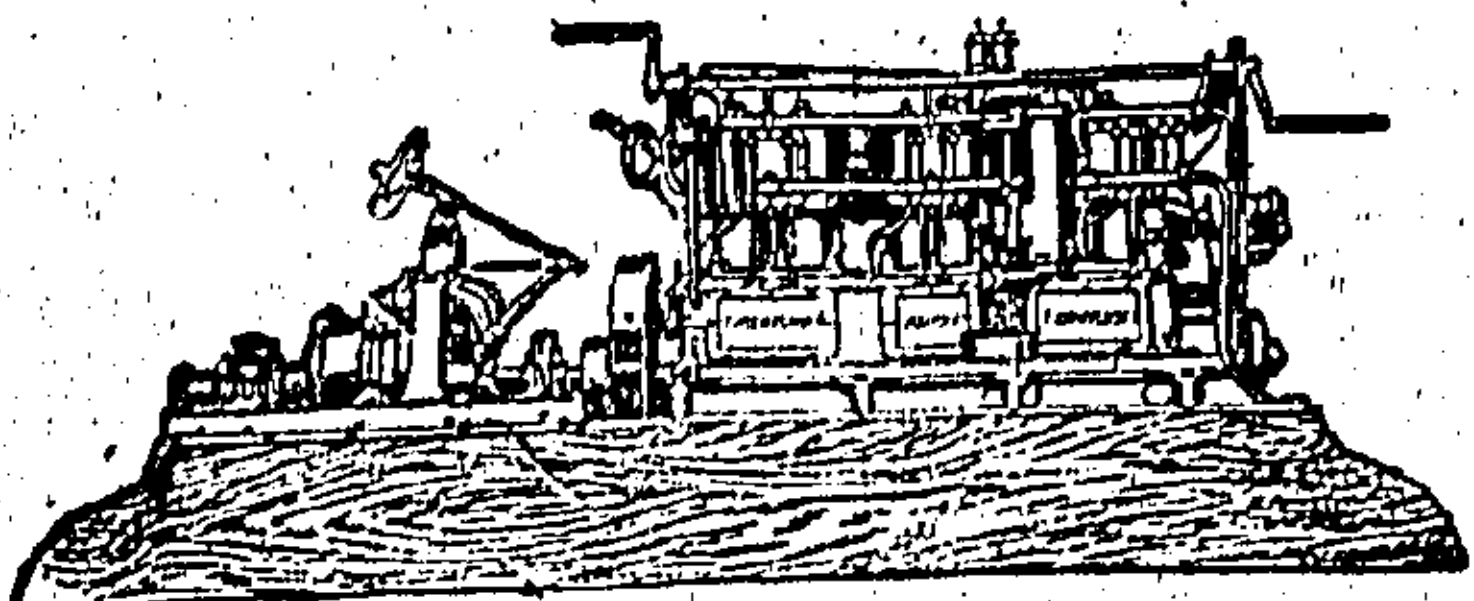
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PETROL & KEROSENE MARINE MOTORS 7-1/2

150 B. H. P.

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O.S. type Motor and Reserve Gear.

B.H.P. Paraffin 70 Petrol 80.

MOTOR VESSELS, LIGHT DRAFT CARRIERS, GUN

BOATS, LAUNCHES, HOUSEBOATS AND PLEASURE

CRAFT OF EVERY DESCRIPTION.

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VESSELS LOADING.

EUROPEAN PORTS.

Destination.	Vessel's Name.	For Freight Apply To	To be Despatched.
London, via Usual Ports of Call	Delta	P. & O.	30, June
Hamburg & Antwerp &c.	Suedmark	H. A. L.	24, June
London & A'werp via S'pore etc.	Nellore	P. & O.	24, June
N'les, G'oa, A'ra, L'bon S'ton, &c.	Gobben	M. & Co.	24, June
Marseilles via Saigon, S'pore, &c.	V. Ciotat	M. M.	30, June
Colombo, Port Said	Helgoland	M. & Co.	M. of June
M'les, R'dam, H'burg & Bremen	Borkum	M. & Co.	E. of June
Marseilles, Rotterdam etc.	Altair	M. & Co.	B. July
M'les, L'don A'werp via S'pore etc.	Miyasaki M.	N. Y. K.	1, July
T'io, Fiume V'ce, via S'pore etc.	E. F. Fand	S. W. Co.	7, July
M'les, Havre, Emden & H'burg	Segovia	H. A. L.	4, July
R'dam, Hamburg & Antwerp &c.	Goldenfels	H. A. L.	13, July
Trieste, Venice via Straits, etc.	Africa	S. W. Co.	15, June
Havre, Bremen & Hamburg	Proussen	H. A. L.	19, July
R'dam, & H'burg	Emden	H. A. L.	20, July
Havre, Emden & Hamburg	Silesia	H. A. L.	29, July
Havre & Hamburg &c.	M'konannia	H. A. L.	5, Aug.
Dunkirk & Hamburg	Frisia	H. A. L.	10, Aug.

NEW YORK, SAN FRANCISCO AND CANADA.

V'toria, B.C., & T'm via Japan &c.	Mexico M.	O. S. K.	24, June
V'couver, via S'hai, Japan etc.	E. of Japan	O. P. R.	25, June
New York	Montrose	D. & Co.	26, June
San F'co via K'lung, S'hai & Japan	Mongolia	P. M. Co.	26, June
Vancouver via S'hai, Japan etc.	Monteagle	C. P. R.	1, July
Victoria, Vancouver, Seattle, &c.	Monmouthshire	J. M. Co.	2, July
Tacoma & Portland	Awa M.	N. Y. K.	2, July
Via, B.C., S'tevia K'lung, S'hai &c.	Indra	J. M. Co.	7, July
Via, B.C., T'm via K'lung, Japan	Chicago M.	O. S. K.	9, July
San F'co via Manila & Japan &c.	Persia	P. M. Co.	11, July
Seattle via Nagasaki etc.	Minnesota	N. Y. K.	14, Aug.
Victoria, V'or, S'tle & P. (Or.)	Andalusia	H. A. L.	2, Aug.
Victoria, V'or, S'tle & P. (Or.)	Sithonia	H. A. L.	9, Sept.

AUSTRALIA.

Australian Ports via Manila	Tango M.	N. Y. K.	1, July
Australian Ports via Manila	Taiyuan	B. & S.	7, July
Australia	Eastern	G. L. Co.	10, July
Australian Ports via Manila	P. Sigismund	M. Co.	11, July

SINGAPORE, COAST PORTS AND JAPAN.

Manila, Mangarin, Cebu & Iloilo	Rubi	S. T. Co.	20, June
Singapore, Penang and Calcutta	Yatshing	J. M. Co.	20, June
Shanghai & Tsingtau	Chonan	B. & S.	20, June
Shanghai, Kobe and Yokohama	Silesia	H. A. L.	20, June
Tamsui via Swatow and Amoy	Daijin M.	O. S. K.	21, June
Tientsin via Weihaiwei	Cheongshing	J. M. Co.	21, June
Bombay via S'pore & Colombo	Rangoon M.	N. Y. K.	21, June
S'pore, Bataria, Cheribon, etc.	Riojun M.	D. & Co.	22, June
Bombay via Singapore, Colombo	Rangoon M.	O. S. K.	22, June
Kobe	P. Sigismund	M. & Co.	23, June
Manila, Cebu & Iloilo	Taming	B. & S.	23, June
Swatow, Amoy and P'cochow	Haiyang	D. L. Co.	23, June
Kobe and Yokohama	Kumsang	J. M. Co.	23, June
Anping, Takao via S'ow & Amoy	Sosho Maru	O. S. K.	24, June
Hoihow and Haiphong	Kalfong	B. & S.	24, June
S'hai, Tsingtau, Kobe & Y'hama	Kleis	M. & Co.	24, June
Shanghai, Moji & Kobe	Jinsen M.	N. Y. K.	25, June
Singapore, Penang and Calcutta	Namsang	J. M. Co.	25, June
Shanghai	Anhui	B. & S.	25, June
Shanghai	Taksang	J. M. Co.	25, June
Shanghai, Moji, Kobe & Y'hama	Syria	P. & O.	26, June
Manila	Yuenang	J. M. Co.	27, June
Shanghai and Taingtau	Yingchow	B. & S.	27, June
S'pore, Pang, P'gon & C'utta	Kan'awa M.	N. Y. K.	27, June
Shanghai, Kobe & Y'hama	Atlantique	M. M. Co.	29, June
Nagasaki, Kobe and Yokohama	Nikko M.	N. Y. K.	30, June
Manila, Cebu and Iloilo	Tea	B. & S.	30, June
Shanghai	Koerber	S. W. Co.	1, July
Kobe and Yokohama	Hirano M.	N. Y. K.	1, July
Kobe	China	S. W. Co.	2, July
Kobe via Shanghai, Yokohama	Silesia	S. W. Co.	2, July
Shanghai	Assaye	P. & O.	2, July
Shanghai, Kobe & Yokohama	C. F. Laeisz	H. A. L.	3, July
S'hai, Y'hama, Kobe and Moji	Nippon	S. E. A. Co.	4, July
Bombay via S'pore etc.	Java M.	O. S. K.	6, July
Moji, Kobe and Yokohama	Hokuto M.	D. & Co.	10, July
Jessellon, Kudat and Sandakan	Borneo	M. Co.	12, July
Shanghai, Kobe and Yokohama	Senegambia	H. A. L.	17, July
Shanghai, Kobe and Yokohama	Scandia	H. A. L.	27, July
S'hai, Moji, Kobe & Yokohama	Kawachi M.	N. Y. K.	29, July
Shanghai, Kobe and Yokohama	Alosia	H. A. L.	14, Aug.
Bataria, Cheribon, Samarang, &c.	Tijibodas	J. C. J. L.	Q. desp.
Japan	Tijilap	J. C. J. L.	Q. desp.
Shanghai	Tijikini	J. C. J. L.	Q. desp.
Bataria, Cheribon, Samarang, &c.	Tijimahi	J. C. J. L.	Q. desp.
Shanghai	Tijiwong	J. C. J. L.	Q. desp.

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VESSELS ADVERTISED TO DEPART TO MORROW.

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Bangkok

Batavia

Europe

India

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Philippines

Hoihow

Shanghai

Childar

Tijibodas

Delta

Japan

Loongang

Rab

Helene

Cheann

CANADIAN MAIL.

The C. P. R. s.s. MONTEAGLE left

Taku on June 17, at 9 p.m. due to arrive

at Shanghai on June 18, at morning.

The C. P. R. s.s. EMPRESS OF RUSSIA

left Vancouver on June 14, a.m.

The C. P. R. s.s. EMPRESS OF ASIA

left Nagasaki on June 15, at noon, and was

due to arrive at Kobe on June 16, at 1 p.m.

AUSTRALIAN MAIL.

The E. & A. s.s. ALDENHAM left

Sydney for this port via Queensland

Ports, Port Darwin, Melbourne & Manila

on the 10th inst., and may be

expected to arrive here on or about

4th July.

The A. O. Lind s.s. TAIYUAN left

Sydney for Hongkong via Queensland

Ports, Port Darwin, Melbourne & Manila

on the 9th inst., and may be expected to

arrive here on or about 2nd July.

The I. G. M. s.s. PRINZ SIGISMUND

left Yap on the 16th inst., and may be

expected here on or about the 23rd June.

GERMAN MAIL.

The I. G. M. s.s. KLEIST carrying the

German Mail with dates from Berlin of

the 27th of May, left Colombo on the 13th

of June, p.m. and may be expected here

on or about the 24th of June.

MERCHANT STEAMERS.

The N. Y. K. s.s. HIRANO MARU

(European Line) left London for this

port via ports on the 23rd May, and is

expected here on the 30th June.

The s.s. GLENFARG passed the buoy

Canal on the 5th inst. for Hongkong via

Straits.

The I. C. S. N. s.s. KUMSANG from

Calcutta is due at Hongkong on the 20th

instant.

The I. C. S. N. s.s. LOVAT from Cal-

cutta is due at Hongkong on the 26th inst.

The I. C. S. N. s.s. NAMSANG from Moji

is due at Hongkong on the 26th instant.

The S. L. s.s. RADNORSHIRE from

Portland is due at Hongkong on the 23rd

instant.

The S. L. s.s. MONMOUTHSHIRE

from London is due at Hongkong on the

24th June.

The S. L. s.s. DEN OF AIRLIE from

London is due at Hongkong on the 8th

August.

The P. & O. s.s. NILE is expected to

arrive at Colombo on the 24th instant, at

noon.

The s.s. TORILLA sailed from Calcutta

on the 14th inst. and may be expected

here on or about the 30th inst.

The H. A. L. s.s. WUERTEMBERG

left Shanghai on the 17th inst., a.m. and

may be expected here on or about the

20th inst., a.m.

The Bank Line s.s. SALAMIS sailed

from Singapore on the 17th inst., a.m.,

and is expected to arrive here on the 23rd

inst. at daylight.

VESSELS IN PORT.

Steamers.

Pedanabure, Ger. s.s. 1,313, C. Gasowisch

7th inst.—Bangkok, 3rd instant, Rice—B. & S.

Kwangtai, Chinese 1,536, Sangster, 11th

inst.—Shanghai, 7th inst. Gen.—C. M. N. S. Co.

Lyeemoon, Ger. s.s. 1,233, Abuharon, 12th

inst.—Saigon, 9th instant, Rice—Chinese.

THE HONGKONG TELEGRAPH. FIRST EXTRA

HONGKONG, FRIDAY JUNE 19, 1914

TELEGRAMS.

[The following telegrams arrived too late for insertion on Page 1.]

TURKEY & GREECE.

THE PORTE'S REPLY.

[Reuter's Service To "The Telegraph."]

London, Received June 19.
Reuter's correspondent at Constantinople states that the Porte's reply to Greece, though conciliatory, alludes to the perturbation produced in Asia Minor by the influx of 200,000 Moslem refugees from Macedonia, who were obliged to flee from persecution. It mentions that measures have been adopted to re-establish order and hopes that Greece will reciprocate in Macedonia. Nevertheless, the reply evades the Greek demands for the reinstatement of the emigrants and the return of property.

THE BALKAN SITUATION

London, Received June 19.
Reuter's correspondent at Bukharest states that the King, at the opening of Parliament, said he was determined to maintain the balance of power in the Balkans and work for the peace of Europe.

EXPRESS IN STREAM

PASSENGERS DROWNED.

London, Received June 19.
An express from Perth to Inverness partly fell into a swollen stream at Carrbridge. Passengers were swept off by the torrent, and three were drowned and 20 injured.

"SYLVIA'S" PLAN.

AND HOW IT WORKED.

London, Received June 19.
Miss Sylvia Pankhurst was released from Holloway Gaol last evening. She motored to the House of Commons and lay on a couch in the porch for ten minutes.
Later Mr. Lansbury informed her that Mr. Asquith had consented to receive a deputation of East End working women to-day. Miss Pankhurst then departed.

TURKISH WAR PRELIMINARIES.

London, Received June 19.
A party of Turkish naval officials has arrived in England to purchase 120,000 tons of coal and five transpore.

GLASGOW DOCK FIRE

QUARTER-MILLION DAMAGE.

London, Received June 19.
A fire broke out at Kingston Docks, Glasgow, and several sheds and seven schooners were burned.

The damage is estimated at over £100,000.

Later, the fire was controlled after nine hours. The damage totals £250,000.

EMPRESS INQUIRY

A STARTLING STATEMENT.

London, Received June 19.
Reuter's correspondent at Quebec states that counsel for the Storstad owners produced, as a witness a fireman from the Empress of Ireland, who affirmed that the Empress's steering gear was defective.
This was rebutted by other witnesses from the Empress of Ireland.

ESTATE DUTIES.

Full Text of new Hong-kong Bill.

HOW DUTY WILL BE LEVIED.

Should be Carefully Studied by all.

Below we give the text of the Bill entitled an Ordinance to provide for the levy of Estate Duty payable in respect of the estates of deceased persons, which has been drawn up to place upon a more regular and satisfactory footing than at present obtains the law and the administrative arrangements relative to the payment and collection of the Probate Duty leviable upon the estates of deceased persons.

It is enacted by the Governor of Hongkong, with the advice and consent of the Legislative Council thereof, as follows:—

1. This Ordinance may be cited as the Estate Duty Ordinance, 1914, and shall come into force on the day of 1914.

2. From and after the commencement of this Ordinance the enactments specified in the Second Schedule are hereby repealed to the extent set out therein.

3. In this Ordinance, unless the context otherwise requires,—

"Commissioner" means the Registrar of the Supreme Court, or such other person as the Governor may, by notification in the Gazette, appoint to carry out the duties of this Ordinance;

"Deceased Person" and "The Deceased" mean a person dying after the commencement of this Ordinance;

"Estate Duty" means estate duty under this Ordinance;

"Executor" means the executor or administrator of a deceased person and includes, as regards any obligation under this Ordinance, any person who takes possession of or intermeddles with the property of a deceased person or any portion thereof;

"Incumbrances" include mortgages and terminable charges; "Interest in expectancy" includes an estate in remainder of reversion and every future interest whether vested or contingent, but does not include a reversion expectant upon the determination of leases;

"Probate" includes Letters of Administration;

"Property" includes movable and immovable property, and the proceeds of sale thereof, and any money or investment for the time being representing the proceeds of sale, and any estate in any property movable or immovable, and any debt and any thing in action and any other right or interest in the nature of property whether in possession or not;

"Property passing on the death" includes property passing either immediately on the death or after any interval, and either originally or contingently, and either originally or by way of substitution limitation, and the expression "on the death" includes "at a period ascertainable only by reference to the death";

"Prescribed" means prescribed by Rules made by the Governor-in-Council under this Ordinance;

"Settlement" means any non-testamentary disposition in writing, whether made voluntarily or upon a good or valuable consideration other than a bona fide pecuniary consideration, whereby any definite and certain property is settled or agreed to be settled in any manner for any purpose whatsoever;

For the purpose of this Ordinance,—

A person shall be deemed competent to dispose of property if he has such an estate or interest therein or such general power as would, if he were sui juris, enable him to dispose of the property; and the expression "general power" includes every power or authority

enabling the donee or other holder thereof to appoint or dispose of property as he thinks fit, whether exercisable by instrument inter vivos or by will, or both, but exclusive of any power exercisable either in a fiduciary capacity under a disposition not made by himself or as mortgagee.

A disposition taking effect out of the interest of the deceased person shall be deemed to have been made by him, whether the concurrence of any other person was or was not required.

Money which a person has a general power to charge on property shall be deemed to be property of which he has power to dispose.

Estate Duty.

4.—(1.) In the case of every deceased person there shall, save as herein after expressly provided, be levied and paid upon the principal value, ascertained as hereinafter provided, of all property which passes on the death of such person, a stamp duty called "estate duty" at the graduated rates mentioned in the First Schedule. Provided that, where the principal value of an estate comprises a fraction of \$100, such fraction shall, for the purpose of determining the amount of estate duty payable, be reckoned as \$100.

(2.) In the case of any person dying before the commencement of this Ordinance the duties payable under the Stamp Ordinance, 1901 to 1911, shall continue to be payable in all respects as if this Ordinance had not been passed.

What property is deemed to pass on death.

5.—(1.) Property passing on the death of the deceased shall be deemed to include the property following, that is to say:—

(a.) property of which the deceased was at the time of his death competent to dispose;

(b.) property in which the deceased or any other person had an interest ceasing on the death of the deceased, to the extent to which a benefit accrues or arises by the death of such person; but exclusive of property the interest in which was only an interest as holder of an office, or recipient of the benefits of a charity or as a corporation sole;

(c.) property taken as a donation mortis causa made by the deceased or taken under a disposition made by him, purporting to operate as an immediate gift inter vivos, whether by way of transfer, delivery, declaration of trust, or otherwise which shall not have been bona fide made twelve months before his death, or taken under any gift, when ever made, of which property bona fide possession and enjoyment shall not have been assumed by the donee immediately upon the gift and therefor retained to the entire exclusion of the donor or of any benefit to him by contract or otherwise;

(d.) property to which the deceased has been absolutely entitled, and which he has caused to be transferred to or vested in himself and any other person jointly, whether by disposition or otherwise (including also any purchase or investment effected by the deceased either by himself alone, or in concert, or by arrangement with any other person), so that the beneficial interest therein or in some part thereof passes or accrues by survivorship on his death to such other person;

(e.) property passing under any past or future settlement made by the deceased by deed or any other instrument not taking effect as a will, whereby an interest in such property, or the proceeds of sale thereof, for life or any other period determinable by reference to death is reserved, either expressly or

by implication, to the settlor, or whereby the settlor may have reserved to himself the right by the exercise of any power to restore to himself, or to reclaim the absolute interest in such property or the proceeds of sale thereof;

(f.) any annuity or other interest purchased or provided by the deceased either by himself alone or in concert or by arrangement with any other person, to the extent of the beneficial interest accruing or arising by survivorship or otherwise on the death of the deceased.

Trust Property.

(2.) Property passing on the death of the deceased shall not be deemed to include property held by the deceased as trustee for another person, under a disposition not made by the deceased or under a disposition made by the deceased more than twelve months before his death where possession and enjoyment of the property was bona fide assumed by the beneficiary immediately upon the creation of the trust and thenceforward retained to the entire exclusion of the deceased or of any benefit to him by contract or otherwise.

Exceptions.

6. Estate duty shall not be payable in respect of:—

(1.) Property passing on the death of the deceased by reason only of a bona fide purchase from the person under whose disposition the property passes nor in respect of the determination of such annuity for lives where such purchase was made or such annuity granted for full consideration in money or money's worth paid to the vendor or grantor for his own use or benefit. Where any such purchase was made, or annuity granted for partial consideration in money or money's worth paid to the vendor or grantor for his own use or benefit the value of the consideration shall be allowed as a deduction from the value of the property for the purpose of estate duty.

(2.)—(a.) Immovable property situate outside the Colony.

(b.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(c.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(d.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(e.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(f.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(g.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(h.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(i.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(j.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(k.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(l.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(m.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(n.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(o.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(p.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(q.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(r.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(s.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(t.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

(u.) Movable property situate in any other British Possession or in any foreign country passing on the death of a person who at the time of his death was not domiciled in the Colony.

"FRIVOLITY" FREEAR.

A Brief Sketch of a Clever Artiste.

Frivolity Freear, "the man who made the Sultan laugh" has arrived in Hongkong and is to give an entertainment at the Theatre Royal on the 27th inst.

Willie (Frivolity) Freear is a native of old Ireland and a brother of Miss Louie Freear who made "A Chinese Honeymoon" the biggest musical comedy success of its day. The Freear family have been connected with the stage for generations and rival the Terryes the Irvinges and the Bishopes in their allegiance to it.

Willie's very first appearance on the boards was in Ireland at the early age of five weeks. It was in a wonderful melodrama in which the Captain holding the bridge shoots Peruvians by the score but shields the Obeah.

The child had no speaking but entered into the spirit of the thing by uttering inarticulate shrieks.

For eleven years the subject of this article was a leading light in the Moore and Burgess Minstrels. Happy-go-lucky he passed into Circus work, played "Sergeant Blue" in the well known comedy of that name, worked the halls, but finding financially and temperamentally they all failed to give satisfaction he finally set out to conquer the world and so for some fifteen years or more he has been making good wherever he has appeared and will doubtless do so in Hongkong.

His programme contains some ten items and every one he guarantees will make you forget your liabilities. In a serious moment he referred to his show as "Pure, wholesale, and diverting, a two and a half hour roar." The Sultan said it was so, and laughed at it. Freear says he (the Sultan) was deported immediately afterwards.

TYPHOON WARNING.

The telegram quoted below was received by the American consulate general, Hongkong, from the Manila Observatory at 1.45, p.m. today:—

Cyclone or Typhoon—E.N.E. of Manila, moving N.W.

property passing on such death, which by virtue of any testamentary disposition of the deceased is under the control of the executor, or, in the case of property not under his control, if the persons accountable for the estate duty in respect thereof request him to make such payment.

Provision for Unknown Values.

(3.) Where the executor does not know the amount or value of any property which has passed on the death, he may state in the affidavit for the Commissioner that such property exists, but that he does not know the amount or value thereof and that he undertakes as soon as the amount and value are ascertained to bring in an account thereof and to pay both the estate duty for which he is or may be liable and any further estate duty payable by reason thereof for which he is or may be liable in respect of the other property mentioned in the affidavit.

Collection from others than executor.

(4.) Estate duty so far as not paid by the executor shall be paid by stamps affixed to an account setting forth the particulars of the property and delivered to the Commissioner within 6 months after the death, by the person accountable for the estate duty; or within such further time as the Commissioner may allow.

(To be continued to-morrow.)

Earlier Sailing.

The Empress of Japan is to sail from Hongkong on the 23rd inst—two days earlier than her advertised schedule date.

THE EMPRESS DISASTER.

Dr Grant's Graphic Story.

FIGHT FOR LIFE IN THE DARK.

Details of Lost and Saved.

Quebec, May 30.

The survivors from the Empress disaster unite in paying their tribute of appreciation to Dr. James F. Grant, the ship's surgeon, who calmed the terrified, helped to preserve the hopes of the despairing, and comforted the bereaved. Dr. Grant was pulled from a porthole after the ship listed, and was thrown into the water. He swam towards the S.S. and was picked up by a small boat.

Dr. Grant tells the following graphic story of the disaster:— During the early morning the fog thickened, and the Empress proceeded slowly. At eight minutes to two the Storstad rammed us. The Norwegian's lights had previously been sighted by the watch, who reported to the captain, who was on the bridge. Captain Kendall thereupon signalled three blasts upon the whistle.

Boats Overturned.

The collier answered, but I do not know what she replied; then Captain Kendall signalled, "I am stopping," but the collier continued to approach.

Captain Kendall then ordered the engines to be reversed and full speed astern. It was, however, impossible to avoid the collision, and the Empress was rammed amidships, the engine room being penetrated and the starboard plates stripped clean off for an enormous length. The collier backed off and stood away about a mile.

In a few moments the Empress took a heavy list to starboard and never righted. It was quickly seen that the liner was doomed, and an attempt was made to launch the starboard boats. The first were thrown clear, but were overturned.

Several port boats were thrown across the decks by the list, and several persons were crushed to death against the rail. Chief Officer Steele was killed by one of these boats.

There was no disorder among the crew, and the captain and other officers stood at their posts until the vessel sank, which was only seventeen minutes.

After the time of the collision, only a few passengers were able to obtain lifebelts, and nearly all were forced into the icy water in their night attire. Hundreds clung to the side of the ship until the last heave, and hundreds swam round and about her screaming for help.

The Storstad quickly launched her lifeboats, but they were all soon filled, and hundreds had to be left to die. Five of the Empress's boats got away.

The catastrophe was so sudden that scores of people had no chance to leave their berths, and were caught like rats in a trap.

To add to the difficulty, the passengers, you must remember, had only been one day on board, and were unfamiliar with their surroundings. In the confusion and panic many never found their way to the decks. The survivors were taken off the Storstad by the Lady Evelyn, which had answered our wireless call, and were given every attention. Nevertheless, five died from shock and exposure, and four women expired through exhaustion.

I did not know anything of what was occurring until I was thrown out of my berth by the listing of the boat.

No Light.

I tried to turn on the lights, but the current had gone, and I could not find the door.

I heard screams of terror and the sound of rushing water. I managed to get out of the state room, but was unable to walk along the alley way. I scrambled

along the side of the wall to a porthole and got my head out.

I was astounded to find the side of the ship crowded with people standing as though they were on deck.

I called out for help, and a bystander pulled me out through the porthole. The ship was soon pulled from under us.

As we were going down the fog lifted, as if its purpose had been accomplished.

I saw the collier's lights. I swam about for a little time, and then a lifeboat picked me up.

Two girls—one aged about seven and the other about ten—went over the side of the Empress and reached safety. A third child was drowned, and the father of the three also perished. The younger girl, who swam to my lifeboat, refused to believe her father was dead, and kept saying, "He will be in the next boat."

The following are survivors' statements:—

Mr. Philip Lawler.—The explosion was terrific, and as it so quickly followed the collision it was evidently caused by the water reaching the boilers. The people were simply catapulted into the sea. I was pushed overboard, with my wife, and my son aged 15. The boy swam, and I was holding up my wife, but I had to let go of her and she sank.

Mr. Johnston (chief engineer of the ship).—If the Storstad had not backed away so soon there would have been a larger number saved. When the collier pulled away, the sea surged into the hole she had made and the liner foundered with amazing rapidity.

Mr. Hayes (assistant purser).—As soon as I felt the shock I was ordered to call for help. Father Point quickly answered, but I could not talk with him, as five minutes after the impact the dynamo failed. Seventeen minutes later the ship sank. Captain Kendall made me farewell on the bridge when the water was lapping at our feet. Captain Kendall wore a belt, which he gave to a passenger. We jumped into the river together. A lifeboat rescued me half an hour later as I was sinking. Captain Kendall was discovered clinging to some wreckage. He was taken to boat No. 3, of which he assumed active command and saved 73 lives in that boat alone. After placing these on board the rescue steamer Captain Kendall returned to the wreck and rowed around for three hours, searching for possible survivors. Captain Kendall took the oars himself, and was indefatigable in his exertions.

Major Attwell (of Toronto), who, with his wife, is among the saved.—The impact was only a slight one, and I was surprised at the awful consequences it had. When I tried to reach the deck I found it almost impossible to do so, owing to the list of the ship, which was lying wallowing on her side. As I swam on my back I heard a dull explosion, followed by a burst of steam, which spread to all parts of the vessel. Then the liner quickly turned over. It seemed as if we had turned turtle. The behaviour of the crew on the whole was good.

Mr. and Mrs. Irving Swept Away.

Mr. Clayton Bart (of Toronto) who is probably the last man who saw Mr. and Mrs. Laurence Irving alive, said:—

They sat at my table in the dining-room. They came along as I stood on deck and asked me what was the matter. I said, "Save yourselves; we are sinking." Mr. Irving went to his cabin and returned with two lifebelts. One I placed round his wife, the other I put round him. I then climbed the rail and urged him to follow me. He said he was coming, and as I looked back, I saw him and his wife climb the rail. I said, "Down to the water's edge." Then the explosion occurred, and as the ship made a final plunge I dived.

MARKET PRICES.

肉食

	Shato—Maukan Y	...	...	...	...	...	16	27	左
1914.	Salmon—ES	...	...	...	...	...	10		
	SaoYark—Yu	...	...	...	...	...	11		
肉食	Shrimps—Ha	...	...	...	...	...	36		箱
	Snapper—Lap Yu	...	...	...	...	...	30		
	Soles—Tat Sa Yu	...	...	...	...	...	28		
	Tench—Wan Yu	...	...	...	...	...	18		
	Turbot—Cho How Yu	...	...	...	...	...	21		
鴨絲	Turtles, small, fresh water—Kork Yu	...	...	...	...	...	20		
豬肚	White Bait—Ngan Yu Chai	...	...	...	...	...	17		

附子

0	牛	Almonds—Hung Yen...	lb.	30	生仁
0	牛	Am. les (California)—Kau San Ping Shu...	"	20	平
4	牛	(Chefoo)—Tin Chau Pong Khe...	"	"	牛
0	牛	Small—Hoi Tang...	"	"	牛
4	牛	Orchard—Fan Lai Chi...	"	"	牛
2	牛	Batana, fragrant, Cauton,—San Shing Hing Chiu lb.	"	"	牛
4	牛	(br. les), Muen,—San Young Chiu...	"	5	牛
2	牛	Chawan, Chinese,—Fong Lot...	"	"	牛
1	牛	Cornmeal—Young Ma...	"	"	牛
7	牛	Cornmeal—Yeh Tse...	each	9	牛
5	牛	Lowan, China,—Ning Moon...	lb.	8	牛
24	牛	Lowan, America,—Kau San Ning Moon...	"	9	牛
24	牛	Lichens dried,—Lai Chi, small Struo...	"	60	牛
2	牛	" " " "	"	"	牛
7	牛	Liquor, (Sagou)—Sai Kang Ning Moong...	each	14	牛
2	牛	Mango, Manila,—Lui Sang Moong...	"	8	牛
3	牛	Mangoes,—San Chuk Tse...	doz	25	牛
17	牛	Oranges, (Canton)—San-shing Tim Ching...	lb	10	牛
8	牛	" Sweet	"	14	牛
24	牛	Pears, (American)—" in San Shoot Lay...	"	"	牛
23	牛	(Canton), Cochin,—Sa Lay...	"	15	牛
1	牛	Peanuts,—Ka Sang...	"	12	牛
27	牛	Peanut-apples Large,—Hung Chi...	"	"	牛
5	牛	Pine-apples, 1st quality,—Poon Tai Paw Law each	"	12	牛
1	牛	2nd "—Chung-tang Paw Law...	"	10	牛
10	牛	Plantain—Tai Cheu...	lb	4	牛
25	牛	Plums,—Swatow, Hung Lai...	"	6	牛
2	牛	Pumelo, Shanghai,—Chim Lo Yau...	each	6	牛
22	牛	" Siam,—Lo Kwat...	"	"	牛
18	牛	Walnuts,—Hop Tuo...	lb	15	牛
24	牛	Green,—Sang Hop Tuo...	"	"	牛
30	牛	Water Melon,—(Am.) Kom San Sai Kwa...	each	12	牛
1	牛	(China) Sai Kwa...	"	"	牛
19	牛	Grapes,—Sang Po Tai Tse...	lb	"	牛

VEGETABLES, &c.

	Chs.
Chickens, — Kai Chai	lb 30
Capon, Large, Small, — Sin Kai	" 30
Ducks, — Ap	" 21
Doves, — Pan Kau	each 1
Eggs, Hen, — Kai Tan	per doz 25
Fowls, Canton, — Kai	lb 30
Hainan, — Hoi Nam Kai	" 24
Geese, — Ngo	" —
Wild, — Shai, — Shang-ho Yea Ngo	" —
Musk Deer, — Wong Keng	each —
Hare, Shanghai, — Tu Chai	" —
Partridge, — Che Khoo	" —
Pheasant, — Shan Kai	pair \$ —
Pigeons, Canton, — Pak Kup	each 30
Hoihow, — Hoi How Pak Kup,	" 21
Quail, — Um-Chün	" 21
Rice Birds, — Wo Fa Cheuk	dozen —
Snipe, — Sa-Choy	each —
Turkeys, Cook, — Phor Kai Kung	lb. 50
Hen, — Na	" 45
Wild Ducks, — Shai, — Shang hoi Sui Ap	" \$ —
— Sui Ap Chai,	" —
Ducks, Canton, — Sang-Sing Sui Ap	" \$ —

FISH.

FISH.		
Barbel,—Ka Yu	...	1b 24
Bream,—Bin Yu	...	18
Canton Fresh Water Fish,—Hoi Sin Yu	...	18
Carp,—Li Yu	...	25
Catfish,—Chik Yu	...	9
Codfish,—Man Yu	...	25
Crabs,—Hoi	...	28
Cuttle Fish,—Mak Yu	...	25
Dab,—Sa Mang Yu	...	9
Dace,—Wong Mei Lun	...	18
Dog Fish,—Tsi Tu Sa	...	8
Eels, Conger,—Hoi Mann	...	15
Fresh water,—Tam Sin Yu	...	18
Eels, Yellow,—Wong Sin	...	30
Frogs,—Tien Kai	...	25
Garoupe,—Sek Pan	...	25
Grouper,—Pak Kup Yu	...	18
Herrings,—Tao Pak	...	23
Halibut,—Chuang Kwan Kup	...	18
Labrus,—Wong Fa Yu	...	24
Loach,—Wu Yu	...	23
LOBSTERS,—Lung Ha	...	28
Mackerel,—Chi Yu	...	25
Monk Fish,—Mong Yu	...	24
Mullet,—Chai Yu	...	2
Oysters,—Sang Hoo	...	9
Parrotfish,—Kai Kung Yu	...	15
Perch,—Tan Loo	...	9
Pike,—Fa Paw Poong	...	17
Plaice,—Pan Yu	...	24
Pomfret, Black,—Hak Chong	...	43
Pomfret, White,—Pak Chong	...	38
Prawns,—Ming Ha	...	1
Ray,—Fai Pa Yu	...	1
Rock Fish,—Sek Ka Kung	...	1
Roach,—Chau Yu	...	1

The prices necessarily vary from day to day and the Board has no power to compel stall holders to sell at the prices quoted.

E. W. HAMILTON,
Secretary, Sanitary Board.

Commercial.

Shanghai Share Market.

In their report, dated June 11. Messrs. J. P. Bisset & Co. state:—The market since the issue of our last circular has undergone little change. Longkats after declining to Tls. 53 remain firm at this price. Cottons are stronger. Ewos are weak at Tls. 128. Shanghai Cottons at Tls. 107 and Soy Chees at Tls. 40.

Sterling Quotation:—The T. T. Rate on London to-day is 2/6 5/8.

Business Recorded.

5th June:—Langkats Tls. 53, 55 cash. Tls. 55 1/2 July. Almas Tls. 3 cash. Anglo-Javas Tls. 4.80 cash. Kotsa Bihrees Tls. 2, cash. Telephones Tls. 23 cash.

6th June:—Langkats Tls. 55 cash. Kangkats Tls. 11, cash.

8th June:—H. and S. Banks \$325 cash. Tls. 53, 54, 55, 56, 57, 58, 59, 60, 61, 62, 63, 64, 65, 66, 67, 68, 69, 70, 71, 72, 73, 74, 75, 76, 77, 78, 79, 80, 81, 82, 83, 84, 85, 86, 87, 88, 89, 90, 91, 92, 93, 94, 95, 96, 97, 98, 99, 100, 101, 102, 103, 104, 105, 106, 107, 108, 109, 110, 111, 112, 113, 114, 115, 116, 117, 118, 119, 120, 121, 122, 123, 124, 125, 126, 127, 128, 129, 130, 131, 132, 133, 134, 135, 136, 137, 138, 139, 140, 141, 142, 143, 144, 145, 146, 147, 148, 149, 150, 151, 152, 153, 154, 155, 156, 157, 158, 159, 160, 161, 162, 163, 164, 165, 166, 167, 168, 169, 170, 171, 172, 173, 174, 175, 176, 177, 178, 179, 180, 181, 182, 183, 184, 185, 186, 187, 188, 189, 190, 191, 192, 193, 194, 195, 196, 197, 198, 199, 200, 201, 202, 203, 204, 205, 206, 207, 208, 209, 210, 211, 212, 213, 214, 215, 216, 217, 218, 219, 220, 221, 222, 223, 224, 225, 226, 227, 228, 229, 230, 231, 232, 233, 234, 235, 236, 237, 238, 239, 240, 241, 242, 243, 244, 245, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, 256, 257, 258, 259, 260, 261, 262, 263, 264, 265, 266, 267, 268, 269, 270, 271, 272, 273, 274, 275, 276, 277, 278, 279, 280, 281, 282, 283, 284, 285, 286, 287, 288, 289, 290, 291, 292, 293, 294, 295, 296, 297, 298, 299, 300, 301, 302, 303, 304, 305, 306, 307, 308, 309, 310, 311, 312, 313, 314, 315, 316, 317, 318, 319, 320, 321, 322, 323, 324, 325, 326, 327, 328, 329, 330, 331, 332, 333, 334, 335, 336, 337, 338, 339, 340, 341, 342, 343, 344, 345, 346, 347, 348, 349, 350, 351, 352, 353, 354, 355, 356, 357, 358, 359, 360, 361, 362, 363, 364, 365, 366, 367, 368, 369, 370, 371, 372, 373, 374, 375, 376, 377, 378, 379, 380, 381, 382, 383, 384, 385, 386, 387, 388, 389, 390, 391, 392, 393, 394, 395, 396, 397, 398, 399, 400, 401, 402, 403, 404, 405, 406, 407, 408, 409, 410, 411, 412, 413, 414, 415, 416, 417, 418, 419, 420, 421, 422, 423, 424, 425, 426, 427, 428, 429, 430, 431, 432, 433, 434, 435, 436, 437, 438, 439, 440, 441, 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

Shanghai Customs Returns, 1913.

The Abstract of the Statistics of Customs Returns issued last week is an intensely interesting document, says the Shanghai National Review. In the first place, it records a rise of 21 per cent. in Customs revenue over the returns of 1911. A rise of over 20 per cent. from Hk. Tls. 36,179,825 to Hk. Tls. 43,069,353—in two years, two years of unrest and anxiety too, is an indication of the amazing vitality of the China trade. The only general heading under which there is a decrease is that of opium.

The Report shows that "the net quantity of foreign opium imported, that is, released from bond on payment of duty and like, was 18,138 piculs, showing as compared with the importation of 1912, a decrease of 3,792 piculs. At the end of 1912, in consequence of the anti-opium measures adopted in China, the trade in opium had come to a standstill, the price of the drug had fallen heavily, and in view of the uncertainty of the situation the large stocks were causing anxiety. About the 1st March, however, a change came over the market, stocks began to pass rapidly into consumption, and prices rose from that date until at the end of the year they stood 100 to 130 per cent. higher than a year before. This result directly followed the suspension of auction sales by the Indian Government. Only 2,780 chests of Malwa were certificated for export to China as against 18,580 chests of Malwa and Bengal contemplated by agreements, whilst it is announced that no certificated opium of any description will be offered for sale in 1914. By the end of 1914, therefore, the trade in Indian opium will have come to an end, or to a halt, from exhaustion of supply. Surely an end, not a halt! It may be noted that "in the first half of the year the total Chinese opium moved through the Maritime Customs, chiefly at Shanghai and Chefoo, was 225 piculs. The returns for the third and fourth quarters record no movements." The figures show that 30 ports had increases whilst 13 ports had decreases. The northern ports, including the Manchurian ports, did well, Tientsin alone being able to show an increase of Hk. Tls. 853,000. Yangtze ports, taken as a whole, show a drop, "chiefly owing," we are told, "to the extinction of the opium trade at Kiangsi, Wuhu and

Chinkiang." Shanghai contributes nearly 75 per cent. of the total increase. Southern ports did well, except Amoy, where again the falling off was due to the decline of opium importations. "Central ports lost a little and frontier ports gained a little. It is thus apparent that, apart from opium, the increased revenue has been drawn in varying degrees from all parts of China," says the Report. When all the circumstances of the year 1913 are taken into consideration the result is amazing.

The Kurokawa Oil-Field Import-

ance to Japan's Navy.

The freshly discovered Kerosene oil field at Kurokawa, Akita Prefecture, is reported by the Nippon to discharge a volume of oil ranging between 6 koku and 7 koku per minute, or 10,000 koku (a koku=39,7033 gallons) per day. The volume discharged is quite unprecedented not only in Japan but also in other parts of the world. Inasmuch as the source has only just been tapped it is natural to expect the output to decrease as time advances unless an abnormal find has been made which is likely to lead to other rich veins. At all events it is evident that a rich oil field exists in Akita Prefecture, though it is still premature to jump to the conclusion that the present bountiful supply of oil will last long. From the view-point that petroleum is expected to prove an indispensable fuel in the place of coal in the future, the Japanese Naval authorities some time ago instituted careful investigations in all oil fields in the Empire, but in the end they came to the conclusion that there were no suitable fields except those in Nippon Prefecture and that even these were insufficient to supply the needs of Japan's Navy, and accordingly the Government had already determined to adopt a storage method, following upon the example of England, when unexpectedly this rich find was discovered. As a matter of course, it is premature to estimate that the field will continue to discharge a daily output of 10,000 koku, but as the vein has been proved very rich, it is almost certain that a further source of supply can be found by sinking wells near the present vein. At any rate, it is probable that Japan's output of kerosene oil will increase by more than three times that of the present day. Japan's imports of kerosene and mineral oils during last year were but 1,300,000 koku, valued at Yen 5,200,000, and it is to be hoped that these figures will not have to be included in the import list in future and thus the excess of imports over exports will be lessened. As kerosene oil, when used for motive power, generates greater horse power per volume consumed than does coal, it is especially useful as fuel for air and sea navigation and is certain to cost coal from the market. It is no exaggeration to say that the navies of the world are now entering upon a kerosene oil age. Such being the case, with England as the leader, all the naval powers of the world are as anxious to obtain possession of rich oil fields as they were in the past to find coal. In a country where kerosene oil is unobtainable the Government is endeavouring, in times of peace, to purchase and store petroleum, while in a country where petroleum is abundant the authorities are making every possible preparation to meet times of emergency. Such is the trend of the world at present. In this sense it may be said that Japan has freshly added to her navy a great fighting strength by the mere discovery of this oil field. As a motive power kerosene oil has many advantages and therefore there is a likelihood that the industrial world will turn from coal to gas as a motive power. In the event of the development of oil mining in Japan, and consequently an increased output, which will lower the price, the benefit that will accrue will not affect the industrial world alone. In short, the journal concludes that though it is still a question whether the supply in Kurokawa Mura will continue, the discovery has proved conclusively that Japan "does not lack petroleum."

Siberian Railway.
The Russian Ministry of Railways and Communications has asked the Council of Ministers for a supplementary credit of 16,000,000 roubles, to be devoted to finishing the work on the middle part of the Amur Railway, and also an extra 3,000,000 roubles towards the carrying out of supplementary work which was not foreseen.

Consignees

BARBER LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

THE Steamship

"SAINT EGBERT"

FROM NEW YORK.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of Hongkong and Kowloon Wharf and Godown Company, Ltd., at Kowloon, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 23rd inst. will be subject to rent.

All claims against the Steamer must be presented to the Under-signed on or before the 7th prox., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 23rd inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by DODWELL & Co., Ltd. Agents.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

The Steamship

"BENLAWERS"

From LEITH, MIDDLESBRO

LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 22nd inst. will be subject to rent.

All claims against the steamer must be presented to the Under-signed on or before the 29th inst., or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 22nd inst. at 11 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO. Agents.

Notices

NOTICE

REDUCTION IN PRICE

OF GAS.

THE Hongkong and China Gas Company Ltd. begs to inform the public that on and from the 1st July next the price of Gas for all purposes—lighting, heating, cooking or power—WILL BE REDUCED to \$2.00 per 1,000 cubic feet.

All discounts will be withdrawn from same date.

By order of the Directors, GEORGE CURRY, Local Secretary.

Hongkong, 21st May, 1914.

MARTIN'S
APOL STEEL
PILLS
A French Remedy for all Urinary Disorders.
Thousands of Ladies always keep a box of Martin's Apol Steel Pills in their medicine chest as a safeguard against any possibility of the system becoming deranged by the action of the system. The medicine is so simple and so effective that it is a recommendation that it should be kept in every household. All Urinary Disorders, such as Catarrh, Gleet, Stricture, Hematuria, etc., are cured by the use of these pills. The pills are so simple and so effective that it is a recommendation that it should be kept in every household. All Urinary Disorders, such as Catarrh, Gleet, Stricture, Hematuria, etc., are cured by the use of these pills.

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Bombay, Calcutta, Cebu, Hankow, Hongkong, Kobe, London, Lyons, Manila, Mexico, Panama, Peking, San Francisco, Shanghai, Yokohama.
Capital and Surplus: Gold \$10,000,000 equal to £1,600,000.

EVERY DESCRIPTION OF BANKING BUSINESS Transacted.
CURRENT ACCOUNTS opened on the most liberal terms.
DEPOSITS RECEIVED, fixed for one year at 4 per cent. or for shorter periods, at rates, which may be ascertained on application.
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MAIL AND TELEGRAPHIC REMITTANCES made.
LETTERS OF CREDIT AND DRAFTS granted on all the principal cities of the world.
THE BANK'S CIRCULAR LETTERS OF CREDIT are available all over the world.
PURCHASE AND SALE of Stocks and Shares effected.
TRAVELLERS' CHECKS sold and cashed.

Manager,
Queen's Road, Hongkong
Hongkong, 1st Nov. 1912

THE YOKOHAMA SPECIE BANK LIMITED.

Established 1880.

Authorized Capital Yen 48,000,000

Paid-up Capital " 30,000,000

Reserve Fund " 18,000,000

Head Office.—YOKOHAMA.

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Antwerp, Amsterdam, Rotterdam, Hamburg, Bremen, Frankfurt, Leipzig

BOTANICAL DEPARTMENT.

Interesting Facts Concerning
Last Year's Work.

We make the following facts from the report of the Superintendent of the Botanical and Forestry Department (Mr. W. J. Tuck) for last year.

Botanical Garden.
Two wardens of plants were received from the Director, Royal Gardens, Kew. Most of the plants are of a highly decorative nature, and they will greatly enhance the beauty of the Gardens.

To obviate the necessity of lighting the Gardens with Japanese lanterns on the occasion of any evening function in the Gardens, the Public Works Department installed electric light. The standards for carrying the lights were made detachable so that they need only be fixed in position when they are required. This does away with any unsightliness which might have been caused by their permanent erection.

Much damage was done to garden seats and leaves of Agaves by persons cutting characters on them. A watch was set and several youths were arrested, and on being charged at the Police Court convictions were obtained which put a stop to further damage.

Twenty-four persons were arrested for disorderly conduct and theft of plants and flowers, and of these twenty-three were convicted.

Beautifying Banks.
The beautifying of banks and roads with flowering trees and shrubs was commenced a few years ago on the suggestion of His Excellency the Governor, Sir Henry Mervin, when he was administering the Government, and it is these plants that are now so much appreciated by the public.

Royal Observatory Grounds.
These grounds were placed under this Department at the beginning of the year.

The grounds were cleared of undesirable undergrowth, unsightly trees cut down and others pruned.

Thirty-six trees of various kinds as well as a number of palms and flowering shrubs were planted in suitable places.

Two oval beds were made on the lawn outside the Observatory building and filled with annuals. Pot plants were grown for the decoration of the verandah.

Forest Guards' Service.
The number of persons arrested for Forestry Offences was 459 as compared with 360 in the previous year, and the fines inflicted by the Magistrates amounted to about \$1,400.

Forestry Licences.
The District Officer reports that the fee, etc., for the Northern District amounted to \$3,257.51 and the Assistant District Officer states that a sum of \$1,396.04 was collected in the Southern District, making a total of \$4,653.55.

Children's Plot, Kowloon.
Six trees were planted in the area recently reserved for children in Chatham Road, but it will be several years before they are of any use for shade purposes, even if they survive typhoons.

Fires.
No fires occurred at the Thing Ming or Chung Yung Festivals.

The Honourable the Secretary for

Chinese Affairs kindly lent 10 District Watchmen on each of these occasions and no doubt their presence greatly conduced to make the worshippers at the tombs more careful than they otherwise would have been.

Altogether 45 fires reported during the year, the biggest of these occurring on Mount Kellett. No doubt many of these fires were caused by grass-cutters, whilst others occurred through the carelessness of individuals in throwing either lighted matches or cigarette ends into the plantations when walking along the public roads.

Destruction of Flower.
Owing to the rapid extinction of many native shrubs and plants by flower sellers, an Order-in-Council was made prohibiting the sale of certain native plants and flowers in the Colony.

To further stop the destruction of native plants a circular was sent to the residents at the Peak, asking them to instruct their servants not to pick flowering trees and shrubs.

Clearing Undergrowth.
For anti-malarial purposes an area of approximately 4,500,000 square feet was cleared at the Government's expense in various parts of Hongkong and Kowloon and around the Police Stations in the New Territories.

A further area of about 975,000 square feet was cleared for the Military Authorities at their expense, and an area of 3,500 square feet at the cost of private individuals.

Presentations to the Department.
The following institutions and persons presented seeds or plants:—Botanic Gardens, Singapore; Mr. H. M. Curran, Captain Hodgins, Mr. H. Humphreys, Mr. W. M. Humphreys, Inspector Kerr, Li Kiu, Mr. J. F. C. Rock, Mr. O. Roebelen, Mrs. Rowe; Royal Botanic Gardens, Kew; Mr. F. S. S. and Miss Wallace.

Mr. H. A. Siebs presented a kangaroo which unfortunately died shortly after it was received. The following were the principal recipients of seeds or plants:—Mr. C. C. P. Allen, North Australia; Mr. J. B. Barton, Botanic Gardens, Singapore; Rev. G. B. B. Barton, Director of Agriculture, Nairobi, British East Africa; Mr. L. Gibbs, Government Botanic Gardens, Bangalore; Mr. A. E. P. Griessen, New Delhi, India; Mr. J. H. Higgins, Hawaii; Capt. Hodgins, Mr. E. A. Irving, Inspector Kerr, Mr. H. Nehring, Pokfulam Police Station; Mr. C. Roebelen; Royal Botanic Gardens, Kew; Tai Po Police Station, United States Department of Agriculture; and Miss Wallace.

LATEST SHIPPING NEWS.
MOVEMENTS OF STEAMERS.
The C. P. R. s.s. MONTAGUE left Taku on June 14, at 8 p.m. and was due to arrive at Shanghai on June 19, at a.m.

SILIMPOON COAL.
BUNKERS
can be supplied at cheap rate at SANDAKAN & SEBATTIK (B. J. North Borneo). At these ports steamers calling for bunker coal exclusively are exempt from all shipping dues and charges.

LOTUS 'MOKHA'
IS UNIFORMLY EXCELLENT.

Obtainable Everywhere.

POST OFFICE.

In future the outward Siberian Mails will be forwarded from Shanghai by the Tientsin Pukow Railway which makes connection with the Trans-Siberian Mail Trains. These mails are closed at the Shanghai British Post Office at 11.30 a.m. and 5 p.m. on Mondays, and at 5.30 p.m. on Thursdays.

The V. de la Clotat, with the American Mail or "Hongkong Mail" is due to arrive here on Monday, the 22nd inst.

MAILS DUE.

American, V. de la Clotat, 20th inst.

MAILS VIA SIBERIA.

Left London May 27
May 30
Due Shanghai June 15
June 18

MAILS CLOSE TO-DAY.

Holbow, Halphong & Pakhoi—Per ELBETH, 18th June, 5 p.m.

TO-MORROW.

Batavia, Samarang & Sourabaya—Per TUBODAS, 20th inst. 10 a.m.
Swatow and Bangkok—Per OHILDA, 20th inst. 10 a.m.
Straits, India, Ceylon, Adelaide, Western Australia, India, Aden, Egypt, and Europe via Brindisi (Late Letters 11 a.m. to noon. Extra Postage 10 cents) (Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents) (Letters posted in time for the first clearance will be included in this contract mail).—The Fareast mail will be closed on Friday 19th June, 5 p.m.—Per DELTA, 20th inst. 11 a.m.

Straits, India via Calcutta—Per JAPAN, 20th inst. noon.
Philippine Is.—Per LOONGSANG, 20th inst. 3 p.m.
Philippine Is.—Per RUBI, 20th inst. 3 p.m.
Swatow, Wai-hai-wei & Tientsin—Per CHEONGSHING, 20th inst. 5 p.m.

Shanghai and North China (Siberia)—Per CHENAN, 20th June, 5 p.m.
(To make connection with the Tientsin Train leaving Shanghai on Saturday the 20th June, at 8 p.m.)
Holbow, Tientsin & Quidon—Per HELENE, 20th inst. 5 p.m.

SUNDAY, 21st June.

Swatow—Per ANGHIN, 21st inst. 9 a.m.
Swatow—Per HAIMUN, 21st June, 9 a.m.
Swatow, Amoy, Formosa via Tientsin—Per KAITIN MARU, 21st inst. 9 a.m.

MONDAY, 22nd June.

Halphong and Pakhoi—Per HANOL, 22nd inst. 11 a.m.
Straits, Batavia, Chongbin, Samarang & Sourabaya—Per RIJOUN M., 22nd inst. noon.
Sandakan—Per RAJA, 22nd inst. 5 p.m.
Shanghai & North China—Per CHOY-SANG, 22nd June, 5 p.m.

TUESDAY, 23rd June.

Philippine Is. Japan via Nagasaki, Honolulu, U. S., South America & Canada via San Francisco—Per NIPPON M., 23rd inst. 10 a.m.
Swatow, Amoy and Poochow—Per HAI-YANG, 23rd June, 10 a.m.
Shanghai, North China, Japan, via Nagasaki, United States, South America and Canada via San Francisco—Per EMPRESS OF JAPAN, 23rd June, 10.30 a.m.
Philippine Is.—Per TAMING, 23rd June, 11 a.m.
Wai-hai-wei & Tientsin—Per HUI-CHOW, 23rd inst. 11 a.m.
Japan via Kobe—Per KUMSANG, 23rd inst. 11 a.m.

Straits, India via Calcutta—Per YAT-SHING, 23rd June, 1 p.m.
Shanghai & North China—Per SHAO-SING, 23rd June, 3 p.m.

WEDNESDAY, 24th June.

Holbow, Halphong & Pakhoi—Per KAI-FONG, 24th June, 8 a.m.
Straits, Burma, Ceylon, Adelaide, Western Australia, India, Aden, Egypt and Europe via Naples—Per GOENAN, 24th inst. 9 a.m.
Philippine Is.—Per TAMING, 23rd June, 11 a.m.
Wai-hai-wei & Tientsin—Per HUI-CHOW, 23rd inst. 11 a.m.
Japan via Kobe—Per KUMSANG, 23rd inst. 11 a.m.

Straits, India via Calcutta—Per YAT-SHING, 23rd June, 1 p.m.
Shanghai & North China—Per SHAO-SING, 23rd June, 3 p.m.

THURSDAY, 25th June.

Straits & India via Calcutta—Per NAMBANG, 25th June, 1 p.m.
Shanghai & North China—Per ANHEU, 25th inst. 3 p.m.
Shanghai & North China—Per TAK-SANG, 25th inst. 5 p.m.

FRIDAY, 26th June.

Swatow, Amoy and Poochow—Per HAI-CHING, 26th June, 10 a.m.
Formosa via Keelung, Shanghai & North China, Japan via Nagasaki, Honolulu, Cebu, United States, S. America via San Francisco (Europe via Siberia)—Per MONGOLIA, 26th inst. 11 a.m.
Batavia, Samarang and Sourabaya—Per TJIMANOEK, 26th inst. 11 a.m.

SATURDAY, 27th June.

Philippine Is.—Per YUENSANG, 27th inst. 1 p.m.
Shanghai and North China (Europe via Siberia)—Per YINGCHOW, 27th inst. 5 p.m.

MONDAY, 29th June.

Amoy, Wai-hai-wei, Chiao & Tientsin—Per KUEICHOV, 29th inst. 9 a.m.

SHIPPING NEWS.

ARRIVED.

Bollefor, Norw., s.s. 853, T. A. Johnson, 19th inst.—Bangkok, 11th inst. Rice—T. & Co.

Chunshang, Br. s.s. 1,413, C. J. Matlock, 18th inst.—Bangkok, 12th inst. Rice—J. M. & Co.

E. of Japan, Br. s.s. 3,039, W. D. Hopcroft, 19th inst.—Vancouver, Gen.—C. P. R.

Halmun, Br. s.s. 541, J. W. Evans, 19th inst.—Swatow, 18th inst. Gen.—D. L. & Co.

Pheumpanh, Br. s.s. 1,624, W. C. Bird, 19th inst.—Saigon, 14th inst. Rice & Gen.—Chinese.

Taming, Br. s.s. 1,356, G. H. Pennefather, 19th inst.—Manila, 16th inst. Gen.—D. L. & Co.

DEPARTED.

June 19.

Shinkoku Maru for Dairen America, for K. C. Wan Hui for Haiphong via K. C. Wan Sabine Blokmers for Tientsin Pakiet for Bangkok via Swatow Luen Chai for Canton Kwanglo for Canton Luchow for Shanghai Tientsin for Batavia Kongsang for Shanghai Kutsang for Kobe via Shanghai

CLEARANCES AT THE HARBOUR OFFICE.

June 18.

Pakiet Maru for Wakamatsu Vei Maru No. 2 for Wakamatsu Haifong for Saigon Kwanglo for Shanghai Genial for Hongkong Lyeomoon for Saigon Chili for Yokohama via Shanghai

June 19.

St. Albans for Melbourne via Manila Haitian for Poochow via Swatow Chojin Maru No. 2 for Keelung Atsuta for Yokohama via Shanghai Elabeth for Haiphong via Hoihow Takada for Moji and Kobe Kirin Maru for Kobe

PASSENGERS ARRIVED.

Per s.s. Taming from Manila—Mr and Mrs Hay.

Per s.s. E. of Japan from Vancouver:—Mr & Mrs Cox & 2 H. W. M. J. W. Wallace, Capt. Steel, Mr & Mrs A. M. Thomas, Mr Thomas Miller, Mr & Mrs Schwabacher, Miss Joseph, Mr Li Yu-sung, Mr Li Yu-Chan, Mr Ng Ming-on.

SHIPS PASSED THE CANAL.

London, 2nd June.

Arrivals from China:—Jason, P. Allice. The following vessels have passed the Canal:—Benarty, Banvorlich, Karama, Nubia, Yunnan.

London, 5th June.

Arrivals from China:—Atholl, Deaulion, Porous, P. E. Friedrick, Paul Locat.

The following vessels have passed the Canal:—Bayern, Bulow, C. Ford, Lucius, Hincia, Kismet, Michima M., Stentor, Atlantique, Gienfarg, Taltbylius, O. J. D. Ahlers.

London, 12th June.

Arrivals from China:—Menelaus, Michima Maru, Dolke Rickmers.

The following vessels have passed the Canal:—Belgravia, Bohemia, Cordillero, Eumaeus, Indien, Namar, Nile, Nippon, Peiho, Totton Maru, Tydens, Afghan Prince, Mark.

London, 16th June.

Arrivals from China:—Benarty, Alasia. The following vessels have passed the Canal:—Benavon, Telemachus, Furian.

Oysters, Fresh, Fried or Stewed Findon Haddock, Kippers &c., ALEXANDRA CAFE.

WEATHER REPORT.

On the 19th at 10.55—Pressure has decreased slightly along the coast from Wai Hui Wei to Cape St. James, over the Loochoos and Formosa.

Pressure is still highest in the neighbourhood of the Bonins.

The depression which appears to be deepening, passed near Legaspi yesterday afternoon. At 6 a.m. this morning the centre was in about 13° N. and 123° E.

Hongkong Ratafall for the 24 hours ending at 10 a.m. to-day, 0.17 inches.

FORECAST FOR THE 24 HOURS ENDING AT NOON TO-MORROW.

District Forecast: 1 Hongkong and Neighbourhood: S. to E. winds, moderate; sea, fair. 2 Formosa Channel: The same as No. 1. 3 South coast of China between H.K. and Lamook: The same as No. 1. 4 South coast of China between H.K. and Hainan: The same as No. 1.

China Coast Meteorological Register.

19th June, a.m.

Station	Hour	Barometer	Temperature	Humidity	Winds	Force	Weather
Wootock	74						
Nunoro	6a	29.71	n	1			
Hakodate		29.77	w	2			
Tokio		29.83	e	5			
Kochi		29.89	sw	1			
Nagasaki		29.89	o	1			
Kagima		29.89	o	1			
Oshima		29.89	o	1			
Naha		29.91	s	1			
Ishijima		29.88	s	3			
Bonin Is.		30.02		0			
Chefoo							
Waihaiwei		29.76	69	90	sw	5	c
Hankow							
Ichang							
Kiukiang							
Changsha		29.74	69	one	2	omr	
Shanghai		29.47	67	one	1	omr	
Gutzlaff		29.78	81	s	1	c	
Shao P. P.		29.80	81	s	1	c	
Amoy		29.80	80	sl	sw	2	b
Swatow							
Taihou		29.84	80	2			
Taipei		29.84	80	2			
Tainan		29.84	80	2			
Koosua		29.84	80	2			
Pescadore		29.81	80	4			
Canton		29.78	78	95	80	1	o
H'kong		29.79	80	89	60	1	o
Cap Rock		29.77	80	89	60	1	o
Macao		29.73	78	89	60	1	o
Wuchow							
Peking							
Holhow							
Paulsen		29.77	75	n	2	o	
Tourane							
C. St. J.		29.82	79	sw	4	c	
Appari		29.80	74	sw	4	c	
Manila		29.84	78	nw	4	r	
Legaspi		29.80	78	sw	4	r	
Holilo		29.80	78	sw	4	r	
Bacolod		29.83	84	sw	0	or	
Cebu		29.83	84	sw	0	or	
Labuan		29.87	87	sw	0	or	

T. F. Claxton, Director.

Hongkong Observatory, June, 19th.

1 Barometer, reduced to 32 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.

2 Temperature, in the shade, in degrees Fahrenheit.

3 Humidity, in percentage of saturation, the humidity of air saturated with moisture being 100.

4 Direction of Wind, to two points.

5 Force of Wind, according to Beaufort Scale.

6 State of Weather, b blue sky, c detached cloud, d drizzling rain, f fog, g gloomy, h hail, lightning, o overcast, p passing showers, q squally, r rain, s snow, t thunder, v visibility, w dew wet.

7 Rain in inches, tenths and hundredths.

8 Rain in inches, tenths and hundredths.

9 Rain in inches, tenths and hundredths.

10 Rain in inches, tenths and hundredths.

11 Rain in inches, tenths and hundredths.

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